

# Leatherneck

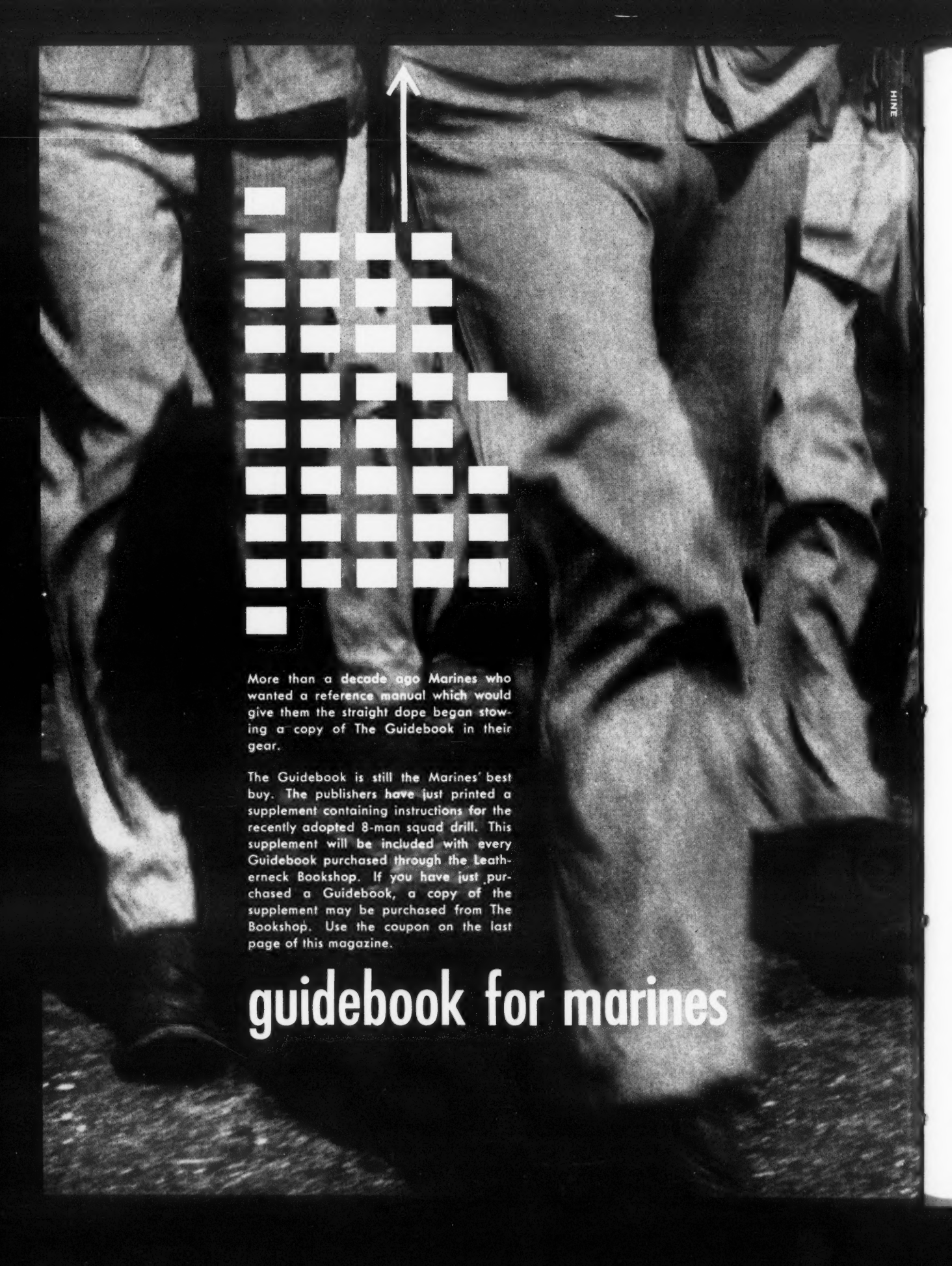
MAY 1959

MAGAZINE OF THE MARINES

30c

COPTER  
CARRIER  
ARMY LIBRARY  
SERIAL RECORD  
Post of the Corps  
YUMA





More than a decade ago Marines who wanted a reference manual which would give them the straight dope began stowing a copy of The Guidebook in their gear.

The Guidebook is still the Marines' best buy. The publishers have just printed a supplement containing instructions for the recently adopted 8-man squad drill. This supplement will be included with every Guidebook purchased through the Leatherneck Bookshop. If you have just purchased a Guidebook, a copy of the supplement may be purchased from The Bookshop. Use the coupon on the last page of this magazine.

# guidebook for marines





From Tokyo to Tucson, one thing remains the same...the cold crisp taste, the cheerful lift of ice-cold Coca-Cola. Enjoy a bit of home...often!

Be really refreshed...pause for Coke!



SIGN OF GOOD TASTE

# IN THIS *Leatherneck*

VOLUME XLII. NUMBER 5

MAY, 1959

## ARTICLES

Spaceman .....	7
Copter Carrier .....	16
Skyhawk Squadron .....	24
Enlisted Pilots .....	30
Chopper Prep .....	34
Grosse Ile Reservists .....	52
She'll Fly Again .....	58

## POST OF THE CORPS

Yuma .....	40
------------	----

## FICTION

Typhoon .....	48
---------------	----

## SPORTS

All-Marine Boxing .....	67
Sport Shorts .....	78
All-Marine Basketball .....	89

## FEATURES

Sound Off .....	3
Corps Quiz .....	4
Behind The Lines .....	10
Mail Call .....	14
Corps Album .....	28
Leatherneck Laffs .....	60
Citations .....	62
From Our Readers .....	64
In Reserve .....	68
If I Were Commandant .....	70
We—The Marines .....	74
Crazy Captions .....	77
Transfers .....	80
The Attic .....	84
Once A Marine .....	86
Bulletin Board .....	91
The Old Gunny Says .....	94
Gyrene Gyngles .....	95
Books Reviewed .....	96

**Donald L. Dickson**  
Editor and Publisher

**Walter W. Barr**  
General Manager

**Karl A. Schuon**  
Managing Editor

**Robert N. Davis**  
Production Editor

**Louis R. Lowery**  
Photographic Director

**Ronald D. Lyons**  
Assistant Managing Editor

**B. M. Rosoff**  
Assistant Production Editor

**Delroy W. Kiser Sr.**  
Art Director

**WEST COAST BUREAU**  
Robert E. Johnson  
Joseph J. Mulvihill

**Circulation Manager**  
Max Maletz

**Leatherneck Magazine**, published monthly and copyright, 1959 by the Leatherneck Association, Inc., Headquarters Marine Corps, P.O. Box 1918, Washington 13, D. C. All rights reserved. Stories, features, pictures and other material from *Leatherneck* may be reproduced if they are not restricted by law or military regulations, provided proper credit is given and specific prior permission has been granted for each item to be reproduced.

Second class postage paid at Washington, D. C.  
**Subscription Prices:** 1 Yr., \$3; 2 Yrs., \$5.50; 3 Yrs., \$7.50; 4 Yrs., \$9.00.

**Opinions of Authors** whose articles appear in *Leatherneck* do not necessarily express the attitude of the Navy Department or of Marine Corps Headquarters. **Manuscripts**, art or photographs should be accompanied by addressed envelopes and return postage. The Publisher assumes no responsibility for return of unsolicited manuscripts, drawings or photographs. **Advertising Rates** upon application to Advertising Department, *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D. C.



## THIS MONTH'S COVER

To the thousands of Marines who took part in this year's BRIGADELEX maneuvers, this month's cover will serve as a vivid reminder of their Puerto Rican readiness test. This year's operation was considered sufficiently important by the Commandant and the Secretary of the Navy for them to have a first-hand look at the landings. The Ektachrome was made by our Photo Director, Lou Lowery.

**CHANGE OF ADDRESS:** Send your new address at least FIVE WEEKS before the date of the issue with which it is to take effect. Address LEATHERNECK Magazine, P.O. Box 1918, Washington 13, D. C. Send OLD address with new, enclosing if possible your address label. The Post Office will not forward copies unless you forward extra postage. Duplicate copies cannot be sent.  
**POSTMASTER:** If this magazine is addressed to a member of the United States military service, whose address has been changed by official orders, it may be forwarded except to overseas FPO's without additional postage. See section 157.4 Postal Manual. Send form 3579 to Leatherneck, P.O. Box 1918, Washington 13, D. C.



# SOUND OFF



Edited by  
AMSgt Francis J. Kulluson

## RETIRED PAY

Dear Sir:

I will be eligible to be transferred to the Fleet Marine Corps Reserve in June, 1959, after having completed 19 years and six months of active duty.

At the present time I am drawing \$350.00 basic pay per month due to the fact that I have had 21 months of Naval Reserve time, which puts me over the 20-year bracket for pay purposes.

My question is, "What will my retirement pay be when I am transferred to the FMCR in June, 1959?"

Secondly, I would like to know if I'm entitled to free plane transportation within the continental limits of the U. S. or abroad while a member of the FMCR, inasmuch as I'm not considered to be on the retired list. What reference can I quote if I'm ever challenged on that question?

AMSgt Joseph Romel  
MAD, NATTC

Memphis, Tenn.

● Separation and Retirement Branch, HQMC, said:

"Upon transfer to the Fleet Marine Corps Reserve, AMSgt Romel will be in receipt of retainer pay computed on  $2\frac{1}{2}\%$  of his basic pay at time of transfer, multiplied by the number of years active service.

"Under the provisions of OPNAV Instruction 4650.4, personnel on the retired list, temporary disability retired list, and members of the Fleet Marine Corps Reserve, who are receiving retirement or retainer pay may be eligible for transportation in vessels of the Military Sea Transportation Service on a space available basis.

"Travel on non-scheduled government aircraft, within the continental

United States only, may also be authorized on a space available basis under the provisions of OPNAV 1tr OP-404 DZ/twm Serial 843 P40 of 8 July 1956."—Ed.

## RECORD BOOK ENTRIES

Dear Sir:

A question has come to my attention . . . and I would like to know if you can help me with it.

On page eight of the Enlisted Service Record Book, must the military schools attended be transcribed from the Service Record Book to the Officers Qualification Record upon or on acceptance of a commission? I do not believe this

information is necessary to the officer and it is in his record at Headquarters Marine Corps.

In the case of enlisted man reenlisting, this information should be transcribed by the way I interpret the Personnel Records and Accounting Manual.

ASSgt D. G. Fichthorn  
Personnel Office, S-1  
Basic School, MCS

Quantico, Va.

● Assignment and Classification Branch, HQMC, had this to say:

"Although it is not spelled out in PRAM, all information which will 'provide commanding officers with informative background data that will assist them in officer personnel planning and assignment,' should be transferred to the Officer Qualification Record from the Enlisted Service Record upon commissioning.

"All military schools of a technical nature should be transferred but NCO leadership type schools at division or lower level should not. Class standings should not be recorded in the Officer Qualification Record.

"You are correct in your interpretation in case of reenlistment. The information should be transcribed to the new SRB."—Ed.

## GUAM CAMPAIGN

Dear Sir:

I am a former Marine, having served with the USMC during World War II. I would like to have some information on the Guam Campaign.

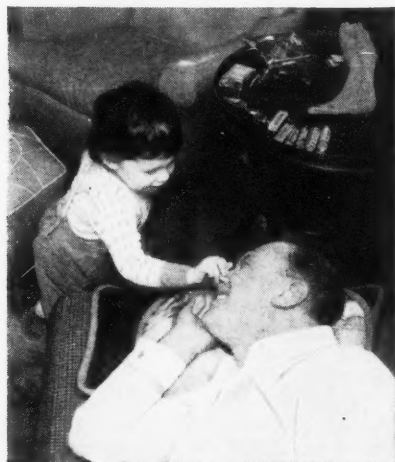
I landed on Guam on July, 21, 1944,

(CONTINUED ON PAGE 5)



Leatherneck Magazine

# HELP US KEEP THE THINGS WORTH KEEPING



Nobody has to tell you why you want peace. You see it in your child's eyes and hear it in her laughter.

But just wanting peace won't keep it. You need to back your wanting with money. Peace costs money.

Money for strength to keep the peace. Money for science and education to help make peace lasting. And money saved by individuals to help keep our economy strong.

Your Savings Bonds, as a direct investment in your country, make you a Partner in strengthening America's Peace Power.

Think it over. Are you buying as many as you might?

HELP STRENGTHEN  
AMERICA'S PEACE POWER  
**BUY U. S.  
SAVINGS  
BONDS**



The U.S. Government does not pay for this advertising. The Treasury Department thanks The Advertising Council and this magazine for their patriotic donation.

## CORPS

# Quiz

- Marine aviation duty outside of the continental limits of the United States started in\_\_\_\_\_.  
(a) 1898  
(b) 1917  
(c) 1940
- The first looping of a seaplane was performed by \_\_\_\_\_, who was awarded a Distinguished Flying Cross for his feat.  
(a) Maj Francis Evans  
(b) Lt Clayton Jerome  
(c) Lt Walter Brown
- For repeatedly landing his aircraft on a small Nicaraguan street to evacuate wounded Marines, \_\_\_\_\_ was awarded the Medal of Honor.  
(a) Capt Samuel Jack  
(b) Lt Christian Schilt  
(c) Maj Ross Powell
- The first Marine to be designated a Naval Aviator was\_\_\_\_\_.  
(a) Lt Bernard Smith  
(b) Lt William McIlvain  
(c) Lt Alfred Cunningham
- The arresting mechanism which stops aircraft in approximately 300 feet after landing is called the \_\_\_\_\_.  
(a) CATCH  
(b) AIREST  
(c) MOREST
- There are less than\_\_\_\_\_ enlisted Marine pilots at present.  
(a) 50  
(b) 100  
(c) 150
- Henderson Field at Guadalcanal was named for\_\_\_\_\_.  
(a) Loften R. Henderson  
(b) Archibald Henderson  
(c) Linus P. Henderson
- A Japanese bomber of World War II was known as the\_\_\_\_\_.  
(a) Zero  
(b) Betty  
(c) Aichi
- The Hellcat fighter is technically known as the\_\_\_\_\_.  
(a) F4U  
(b) F8U  
(c) F6F
- The backbone of Marine aviation, in terms of fighter aircraft, during the first year of World War II was the\_\_\_\_\_.  
(a) F4F  
(b) F4U  
(c) F6F

*See answers on page 93. Score 10 points for each correct answer; 10 to 30 Fair; 40 to 60 Good; 70 to 80 Excellent; 90 to 100 Outstanding.*



## SOUND OFF

[continued from page 3]

as a rifleman with "F" Co., 2d Bn., Ninth Marines, Third Marine Division. I would like to know the other Marine units that were attached to the Third Marine Division. I also would like to know what U. S. Army units were attached to the Fleet Marine Force that landed on Guam?

Francis Roth  
3229 Hawthorne St.

Alton, Ill.

● The landing was made by the Third Amphibious Corps, composed of the Third Marine Division, the 1st Provisional Marine Brigade comprised of the Fourth and Twenty-second Marines, Reinforced, and the 77th U. S. Army Infantry Division.—Ed.

### CHINA SERVICE MEDAL

Dear Sir:

I recently returned from a tour of duty with the First Marine Aircraft Wing in Japan. During September and October of 1958, I spent six weeks TAD to Marine Air Group-11 in Formosa. I would like to know if I, or anyone else in MAG-11, rate the China Service Ribbon.

The reason I ask is that several men

from the group who returned with my draft wore the ribbon.

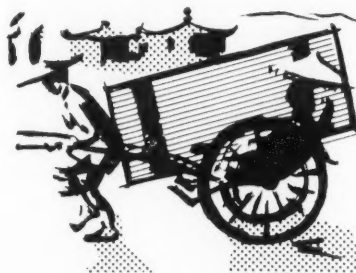
ASgt Thomas Maguire  
2957 Decatur Ave.

New York 58, N. Y.

● Decorations and Medals Branch, HQMC, told us this:

"The records of this Headquarters do not show that ASgt Maguire is entitled to the China Service Medal for his service in Formosa during September and October of 1958, as the closing date for this award is 1 April 1957.

"Marine Aircraft Group-11 has not been authorized the China Service Medal as a group. Eligibility for this award must be determined on an individual basis."—Ed.



### DISLOCATION ALLOWANCE

Dear Sir:

I was under the impression that upon a permanent change of station a man

rated dislocation allowance in order to partially reimburse a member with dependents for the expense incurred in relocating his quarters.

While overseas with the Third Marine Division on Okinawa my household effects were in storage at Camp Lejeune, N. C. My family moved from Camp Lejeune to Michigan and later to West Virginia prior to my return to the U. S.

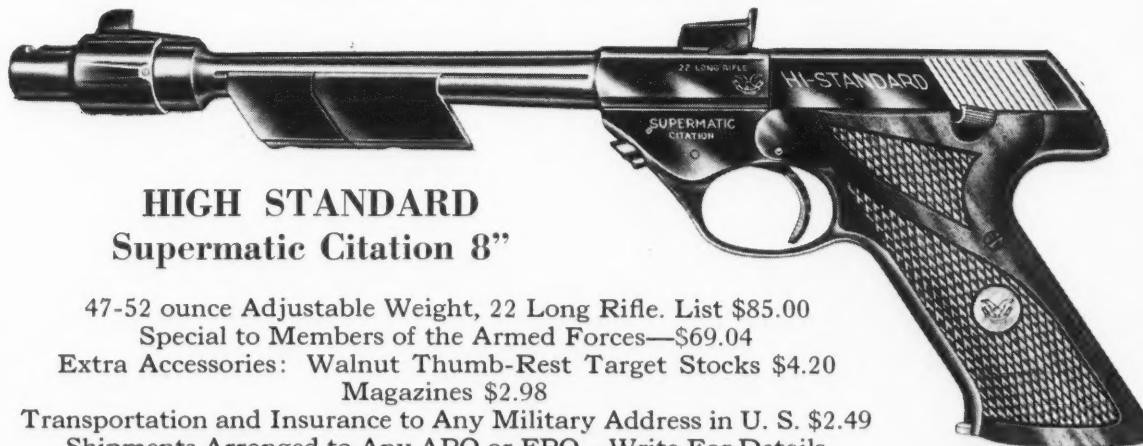
When I returned to the States I was assigned to recruiting duty in Morgantown, W. Va. Before I could have my household effects shipped from Camp Lejeune I had to check into the Marine Barracks at South Charleston, W. Va. I checked in on December 8, 1958, and my household effects were shipped from Camp Lejeune on December 12, and I didn't receive them until January 1, 1959.

I didn't receive a travel allowance for my wife since she moved prior to formal receipt of orders. The Eastern Pay Area Disbursing Office states that I don't rate dislocation allowance because my wife moved before receipt of orders, but I didn't move my household effects until I returned to the U. S.

I think I rate a dislocation allowance because I had a great expense since I had to wait three weeks in order to relocate my household effects. My wife lived with friends while I was overseas and when I returned we had to live in a motel until January  
(CONTINUED ON PAGE 12)

## A GUN THAT DARED TO BE DIFFERENT!

And Now Is Paying Off All Over the World!



### HIGH STANDARD Supermatic Citation 8"

47-52 ounce Adjustable Weight, 22 Long Rifle. List \$85.00

Special to Members of the Armed Forces—\$69.04

Extra Accessories: Walnut Thumb-Rest Target Stocks \$4.20

Magazines \$2.98

Transportation and Insurance to Any Military Address in U. S. \$2.49

Shipments Arranged to Any APO or FPO—Write For Details

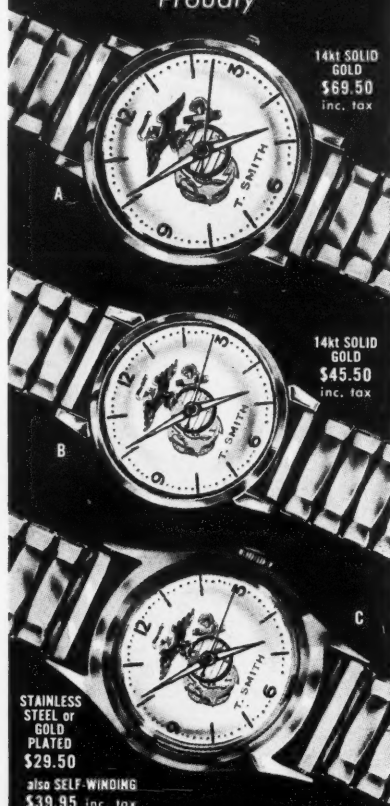
Telephone:  
Trojan 5-1605

EVALUATORS LTD.  
QUANTICO, VA.

Showroom: #1 Woodland Drive  
Triangle, Virginia

Special Distributors for Winchester-Western, Marlin, Smith & Wesson, High Standard, Sturm-Ruger and other Great Names in Small Arms and Accessories—Write for Prices!

**WEAR YOUR EMBLEM**  
Proudly



14kt SOLID  
GOLD  
\$69.50  
inc. tax

14kt SOLID  
GOLD  
\$45.50  
inc. tax

STAINLESS  
STEEL or  
GOLD  
PLATED  
\$29.50

also SELF-WINDING  
\$39.95 inc. tax

The IDEAL GIFT for those in service

- A 14kt solid gold case and gold filled band. The "full dress look" always. Only \$69.50 inc. tax (\$115.00 value)
- B 14kt Solid Gold Case—The new light look. Only \$45.50 inc. tax (\$90.00 value)
- C \$5 Stainless Steel or GP Gold Plated case ideal for year round use. Only \$29.50 inc. tax (\$67.50 value) also SW Self-Winding \$39.95 inc. tax. \$75.00 value.

### Custom Designs Precision Movements

Now for the first time... a watch that reflects the true spirit of the USMC Every watch is made to order—complete with your name and authentic EMBLEM IN COLOR ON THE DIAL

Vista Watches combine the highest quality materials with exacting workmanship.

Vista watches are now in use by USMC, USAF, ANNAPOLIS, WEST POINT

- 17 JEWELS • SHOCK-RESISTANT • ANTI-MAGNETIC • SWEEP SECOND HAND • LIFETIME MAINSPRING • CHOICE OF SS OR RGP BAND • UNBREAKABLE CRYSTAL CUSTOM PACKAGED INSIGNIA BOX

VISTA PRECISION INSTRUMENT CORP.  
33 West 46th Street, New York 36, N. Y.

Check or Money Order Enclosed Send watch shown.

A ☐ B ☐ C-SS ☐ C-GP ☐ C-SW ☐

Name.....  
Address.....  
City..... State.....  
Name on dial.....  
Print clearly

# WHICH ONE?

By PATRICK



"... has training this Saturday ... ?"



"... is treating ... ?"



"... changed his MOS ... ?"

Leatherneck Magazine



**W**HEN THE U.S. Government launches its first spaceman into orbit, sometime in 1961, there's a 6 to 1 chance that the man inside the space capsule will be Lieutenant Colonel John H. Glenn, Jr., USMC. The colonel was one of seven men selected from an original group of more than a hundred highly qualified military test pilots who volunteered for the National Aeronautics and Space Administration's manned satellite program, "Project Mercury."

The name of the "Astronaut" who will ultimately be chosen to make this historic flight into space will not be announced until the day the space capsule is launched. After a thorough examination by doctors to determine which of the men is at the "peak of physical and psychological readiness," one of these seven Astronauts—Lieutenant Malcolm S. Carpenter, USN, Captain Leroy G. Cooper, Jr., USAF, Captain Virgil I. Grissom, USAF, Lieutenant Commander Walter M. Schirra, Jr., USN, Lieutenant Commander Alan B. Shepard, Jr., USN, Captain Donald K. Slayton, USAF, or LtCol Glenn—will experience what could well be mankind's most fateful moment.

The nation's first Astronaut is scheduled to travel in a one-ton, mushroom-shaped capsule, mounted on the nose of an intercontinental ballistic missile, and he will orbit some 100 miles above the earth. When he is ready to return, the Astronaut will fire rockets from the capsule and release the parachutes which will bring him back to earth.

If LtCol Glenn is the one chosen to man the space capsule two years from now, it will be the high point of his already distinguished career. During World War II, he flew 59 missions in the Marshall Islands Campaign, where he earned two Distinguished Flying Crosses and 10 Air Medals. He saw duty with Marine Fighter Squadron 155, Marine Aircraft Group 31, Fourth Marine Aircraft Wing. Returning to the States in February, 1945, he was attached to the Ninth Marine Aircraft Wing, MCAS, Cherry Point, N. C., as a squadron officer.

In February, 1953, LtCol Glenn joined the First Marine Aircraft Wing in Korea as a pilot with VMF(Jet)-311, Marine Aircraft Group 33. Flying 63 missions with VMF-311, he was awarded a third Distinguished Flying Cross and six Air Medals. As an exchange pilot with the Fifth U.S. Air Force, he flew 27 missions with the 25th Fighter Squadron, 51st Fighter Interceptor Wing. While serving with the 25th Squadron, he destroyed three MIGs in nine days. For this outstanding performance, the U.S. Air Force

awarded him a Distinguished Flying Cross and two Air Medals.

Shortly after his return to the United States in 1954, LtCol Glenn entered the Navy Test Pilot Training School, Patuxent River, completing the course in July. He was then named F8U Project Officer at the Armament Test Division of the Naval Air Test Center, Patuxent River. He served in this capacity until November, 1956, when he assumed the duties in Washington as Project Officer, Fighter Design Branch, Aircraft Division, Bureau Of Aeronautics, USN.



LtCol John H. Glenn, Jr.

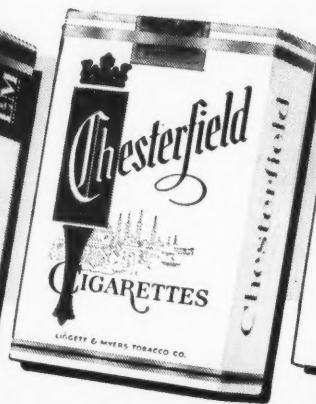
**There's a 6 to 1 chance that a Marine pilot will be this nation's first spaceman**

# SPACEMAN

On July 16, 1957, the colonel completed the first non-stop supersonic coast-to-coast flight in an F8U-1 Crusader. His flight took three hours, 23 minutes and 8.1 seconds. The feat earned him another Distinguished Flying Cross, his fifth such award. His present rank as lieutenant colonel dates from April 1, 1959.

Colonel Glenn and his wife, the former Anna Castor of New Concord, Ohio, have two children: John David (born December 13, 1945), and Carolyn Ann (born March 18, 1947). **END**

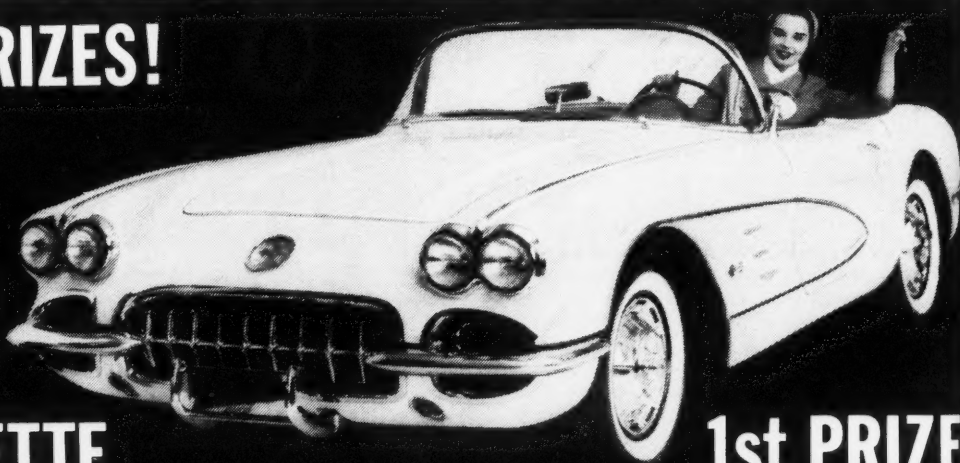
**WIN  
with**



**FOR ARMED FORCES PERSONNEL  
LIGHT UP AND LIVE IT UP!**

**751 PRIZES!**

**WIN A  
1959  
CORVETTE**



**1st PRIZE**

Exceptional performance... superbly crafted elegance. It's America's sports car!

**50 SECOND PRIZES:**

**Columbia Stereophonic  
Hi-Fi Phonographs**

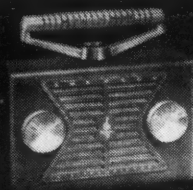
Big Stereo styled,  
engineered for the most  
exacting taste.



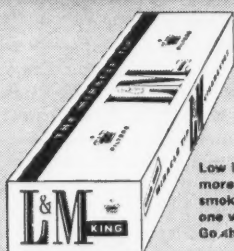
**200 THIRD PRIZES:**

**Emerson Transistor  
Radios**

Packed with power. Plays  
1500 hrs. on 1 set of batteries.



**500 FOURTH PRIZES: CARTONS OF AMERICA'S FINEST CIGARETTES**



Low in tars... with  
more taste to it. In filter  
smoking don't settle for  
one without the other.  
Go ahead, Live Modern!



Join the men who know  
... nothing satisfies like  
the big clean taste of top-  
tobacco in Chesterfield.  
King or Regular.

End flaps. Attach both  
panels (or facsimile)  
from any one of  
these 3 brands  
to your entry.



America's newest and  
most refreshing filter  
cigarette. King Size Oasis...  
it's delightfully different  
—a refreshing change.



# \$25,000 PUZZLE CONTEST!

**3 GREAT SMOKES OFFER YOU 751 CHANCES TO WIN! So pick your carton and get going! Crossword puzzle fun and real smoking pleasure all the way!**

**ENTER OFTEN—HAVE FUN—AND WIN! . . .** But think carefully! This puzzle is not as easy as it looks. At first the DOWN and ACROSS clues will appear simple. There may appear to be more than one "right" answer. For example, the clue might read: "Most G.I.'s like salt with their M-E-A-S." Either "L" (MEALS) or "T" (MEATS) would seem to fit. But only *one* answer is apt and logical as decided by the judging staff and therefore *correct*. Read the rules carefully. ENTER AS OFTEN AS YOU WISH. Good Luck!

## RULES—PLEASE READ CAREFULLY

1. This contest is open to members of the United States Armed Forces on active duty, their dependents and civilian employees of the Armed Forces, except employees and their families of Liggett & Myers and its advertising agencies. Entrants to be eligible must be 17 years of age or older.
2. Fill in all missing letters . . . print clearly. After you have completed the puzzle, send it along with *both* end panels from a carton of L&M, Chesterfield or Oasis cigarettes (or reasonable hand-drawn facsimile of the lettering on the end flap of any one of the three brands) to: LIGGETT & MYERS, P.O. BOX 000, NEW YORK 46, N.Y. Enter as often as you wish, but be sure to enclose *both* end panels (or one facsimile) with each entry. Illegible entries will not be considered.
3. Entries must be postmarked by midnight, Tuesday, June 30, 1959, and received by midnight, Tuesday, July 14, 1959.
4. Entries will be judged by the Bruce-Richards Corporation, an independent judging organization, on the basis of logic and aptness of thought of the solutions. In the event of ties, contestants will be

required to complete in 25 words or less the following statement: "My favorite cigarette is (Chesterfield) (L&M) or (Oasis) because..." Entries will be judged on originality, aptness of thought and interest by the Bruce-Richards Corporation. Illegible entries will not be considered. By entering, all entrants agree that the decision of the judges shall be final and binding.

5. Solutions must be the original work of the contestants submitting them. All entries become the property of Liggett & Myers and none will be returned.

6. Delivery of prizes: Transistor radios and cigarettes will be delivered to winners at their addresses. All other prizes will be delivered to any destination within the continental limits of the United States. Liggett & Myers assumes no responsibility for shipment overseas of car or phonographs.

7. Winners will be notified by mail as soon as possible after completion of the contest.

8. This contest is subject to all Federal, State and local laws and regulations.

**HURRY! ENTER NOW! CONTEST CLOSES JUNE 30, 1959**

### CLUES ACROSS:

1. A . . . . . typist may be unable to do a good job.
6. A devotee of classical music, who does not like popular songs, will probably be annoyed by a . . . . . number.
8. 14th letter of the alphabet.
9. Singer . . . . . Horne.
12. One should get some good . . . . . when decorating a home.
14. Moving it could present a difficult problem.
15. North America (Abbr.)
16. An army recruit may be inclined to . . . . . on his first long hike.
18. Such a soldier's uniform may require frequent altering.
19. The repeated sound of a . . . . . might disturb a bedridden invalid.
22. Sometimes a man's wanderlust may be appeased by . . . . .
25. Each (Abbr.)
26. It is fairly certain that infantrymen expect to suffer on a long . . . . .
28. Anglo-Saxon (Initials)
29. Feel in high spirits.
31. Ballplayers in the dugout often . . . . . their opponents on the diamond.
32. Menthol-Mild (Initials) describes OASIS cigarettes.
33. Manuscript (Abbr.)
34. An inexperienced laboratory assistant might have qualms about working with a . . . . .
35. Three letters for Always Buy Chesterfield.

### CLUES DOWN:

1. U. S. soldiers may be awed by a difficult West Point . . . . .
2. Not "out."
3. . . . . Paso, Texas
4. A PFC might find it difficult accepting a sergeant's . . . . .
5. It might take more than a comic . . . . . to make a hospital patient smile.
7. Only L&M cigarettes give you LOW TAR and MORE . . . . .
10. CHESTERFIELD . . . . .-size cigarettes give you TOP TOBACCO FILTER ACTION.
11. A woman might have trouble with a . . . . . when unravelling a sweater.
13. Annoy by petty faultfinding.
17. Short for Lillian.
18. The position of the . . . . . is most important when shooting on a rifle range.
19. OASIS has a super-fine white . . . . .
20. Mythical monster.
21. The . . . . . of the Old West may in part contribute to the popularity of television "Westerns."
23. . . . . cigarettes "TAKE YOU AWAY FROM THE EVERYDAY IN SMOKING."
24. A serious military loss might . . . . . a nation.
26. "I Remember . . . . ."
27. Assay ton (Abbr.)
30. LIVE MODERN—CHANGE TO MODERN . . . . . & . . . . .



**PRINT CLEARLY! ENTER AS OFTEN AS YOU WISH**

Mail to Liggett & Myers, P. O. Box 216, New York 46, N.Y. Be sure to attach *both* end panels (or facsimile) from a carton of Chesterfield, L&M, or Oasis cigarettes.

Name \_\_\_\_\_

Rank \_\_\_\_\_

Address \_\_\_\_\_

This entry must be postmarked before 2400, Tuesday, June 30, 1959, and received at P.O. Box 000, New York 46, New York, by 2400, Tuesday, July 14, 1959.

**ASK FOR EXTRA ENTRY BLANKS AT YOUR PX**  
© Liggett & Myers Tobacco Company, 1959

## Don Juan Contour

Resilient Surgical Stainless Steel  
CLASP-ON WATCH BAND FOR MEN



No. 4A Resilient stainless steel band, smartly tailored design 1/20 12 Kt. gold filled adjustable clips **\$1050** Tax Incl.

No. 4 All 10 Kt. Tempered solid yellow gold with adjustable clips **\$9500** Tax Incl.

**No. 1 "Service Model"**  
Resilient Surgical Stainless steel with adjustable plain clips. . . . **\$450**

Order now. Small—Medium—Large 5/8" and 11/16" lug widths

The ORIGINAL DON JUAN wrist band is a revolutionary patented development in a clasp-on type watch band. No other band like it.

- Shaped to fit the contour of the wrist
- Comfortable in all climates.

AT YOUR JEWELER OR WRITE DIRECT  
Send for **FREE** descriptive brochure

**Don Juan WATCH BANDS**  
29 E. MADISON ST. CHICAGO 2, ILL.

## AMERICA'S FINEST OFFICERS' EQUIPMENT

SERVING SINCE 1940

DEALER—MANUFACTURER—  
IMPORTER—FINEST QUALITY

Badges—Belts—Caps—Gloves  
—Insignia—Shirts—Chevrons  
—Swords—Swagger Sticks and  
other items necessary to the  
serviceman.

America's finest and most complete line of uniform accessories. U.S. Distributor and Representative for Japanese Swords and Swagger Sticks.

America's Finest  
**OFFICERS'**  
EQUIPMENT CO.  
  
MADISON, NEW JERSEY

# Behind the Lines ...

THE landing strip at Vieques looked hot, dry—and short. We saw a white guide line just before the wheels of our R5D touched down. The plane rocked slightly, then rolled to a smooth stop—with inches to spare. Beside the runway, helicopters waited, their rotors whirling lazily. We clambered aboard and lashed ourselves to the benches. Amid a roar and a rattle we were lofted out over the blue Caribbean. In the distance, the silhouette of the USS Boxer threw a purple shadow on the sea.

We took a wave-off on our first attempt to land on the 'copter carrier's flight deck, but our second try was perfect. Lou Lowery, Leatherneck's Photo Director, and I were on a jaunt for a first-hand look at the Corps' newest doctrine—vertical envelopment.

We spent the night aboard the carrier and, the next morning, watched the perfectly timed operations down on the flight deck as the Boxer began the serious task of lifting 1200 Marines and their gear across five miles of sea and putting them down in strategic positions on the island. As the 10-man heliteams, brought up to the flight deck by elevator, filed into the waiting 'copters, Lou shot the Ektachrome which is reproduced on the cover of this issue. Later we boarded a 'copter that brought us down gently on a dusty road in the midst of hostilities.

This exercise, BRIGADELEX 1-59, was the first of three scheduled operations in which the Boxer

would spearhead the assault. Recently, we sent AMSgt Paul Sarokin, Leatherneck Staff Writer, and ASSgt Russell Savatt, Jr., Staff Photographer, to Norfolk, Va., where they boarded the Boxer and stayed with her through the second BRIGADELEX operation. Their article appears on pages 16 to 23 in this issue.

\* \* \*

The concept of vertical envelopment is dependent upon air supremacy. While we stood by the Air Control Center on the Boxer and watched the waves of 'copters fade into the hills of Vieques, Marine jets of Attack Squadron 224 zoomed overhead, flying cover. The story of this Skyhawk Squadron, based at Roosevelt Roads, Puerto Rico, is on pages 24 to 27.

\* \* \*

Early in January, Marine colors replaced those of the Air Force at the Corps' newest air facility—the Auxiliary Air Station at Yuma, Arizona. Marine Corps personnel moved as a complete unit from deactivated MCAAS, Mojave. At Yuma, their mission will be to maintain and operate facilities, and provide services and material to support and contribute to the readiness of Fleet Marine Force aviation units. Here, the primary consideration is one of realism where flying and firing are done under simulated combat conditions. Full coverage of this newest post of the Corps will be found on pages 40 to 47.

*Karl H. Schmon*  
MANAGING EDITOR

# "Imagine Bill and Me Living in Sunny Florida -on less than it costs back home!"

READ HOW THIS HAPPY STORY CAN BE YOURS!

YES, HERE WE ARE on our own homesite in beautiful Cape Coral, Florida... feeling like a couple of newlyweds in the warm, healthful sunshine. My husband, Bill, likes to fish and he's discovered Cape Coral is a fisherman's paradise. I like gardening. So while my friends back home will still be fighting colds and chills, I'll be having the time of my life growing flowers, fruits and vegetables in my backyard.

## Everything's Brand-New and Beautiful!

It's like a dream come true. Who would've thought a year ago we could live in this land of vacations, gorgeous beaches and expensive luxury hotels? And yet, with the savings on clothing, heating and the

low cost of living, it will actually cost us less to live here than it does back home!

You should have seen the look on Bill's face when he first found out we could buy a big 2-lot homesite in Cape Coral for as little as \$1320 and pay only \$20 down and \$20 a month. He got so excited he sat right down then and there and figured out we could pay for our homesite out of our regular budget WITHOUT DRAWING ONE EXTRA PENNY OUT OF THE BANK!

After that, all Bill could talk about was Cape Coral. About how land values are rising 100%... 150%... even 200% in a few short months. And about how we couldn't possibly lose on Cape Coral property even if



we decided later not to move in, because we were sure to sell the land for its original price and very possibly make a nice profit.

## Living Here Is One Long Honeymoon!

In Cape Coral we are looking forward to a happier, healthier life—the kind of carefree outdoor living we've always wanted—free from worrying about taxes... free from worrying about the weather...

free from worrying about the high cost of living.

## Mail No-Obligation Coupon NOW!

You have just read a typical story of a Cape Coral homesite owner. To learn how you, too, can become a member of this fast-growing waterfront wonderland community—for a FREE full-color Brochure—simply mail the coupon below. There is no cost or obligation. But send it TODAY!

# CAPE CORAL, FLORIDA

In all Florida—no spot more lovely... nor better located 2345 picturesque Waterview homesites with full waterfront pleasure privileges... and 4986 Ultra-choice Waterfront homesites fronting on 76 miles of navigable waterways. All just 5 to 6 miles from the Gulf of Mexico and its rich promise of record-breaking tarpon, sea trout, snook, bonito and channel bass.

Yes, you'll love life on Cape Coral's 3350 acres on the scenic banks of the Caloosahatchee River opposite Fort Myers' schools, churches, shopping centers, tropic beauty and fabulous points of interest—its immediate adjacency to Pine Island, Sanibel Island, Captiva Island—fishermen's paradises all; beaches dotted with exquisite shells and fringed by blue Gulf waters... and the Caloosahatchee is the western terminus of Florida's cross-state inland waterway that can be cruised from the Gulf all the way to the Atlantic Ocean! Fort Myers on the famous Tamiami Trail—U.S. 41—so easily accessible by train, plane, bus, boat or car.

Membership in Cape Coral's planned Golf and Country Club is also exclusive to homesite owners.



## A WATERFRONT WONDERLAND

choice of improved Homesites

Large 2-Lot, 80' x 125'  
**CHOICE WATERVIEW HOMESITES**  
from \$1320

**\$20** down monthly

Monthly payments already include 5% interest

Large 2-Lot, 80' x 125'  
**CHOICE WATERFRONT HOMESITES**  
from \$2280

**\$40** down monthly

NO HIDDEN EXTRAS • NO TAXES • FREE TITLE INSURANCE

SEND FOR THIS FACT-FILLED BROCHURE TODAY!

Leatherneck Magazine  
P.O. Box 1918, Washington 13, D.C.

Please rush FREE full-color brochure, ground plan of subdivision, and application form, so that I may have the benefit of prompt early choice.

NAME .....

ADDRESS .....

CITY.....ZONE.....STATE.....



HOMESITE OWNERSHIP INCLUDES FREE MEMBERSHIP in PRIVATE YACHT CLUB and BOAT ANCHORAGE YOURS TO ENJOY WHEN COMPLETED



## ONCE A MARINE ALWAYS A MARINE!

These beautiful bronze (lifetime) castings shown below will always be remembered as the years go by, never forgotten. The "SPIRIT" and "REMINISCENCE" of the CORPS will always be "ALIVE" to the DEDICATED Marine, wherever his emblem is displayed.

Item No. 307  
Plaque size 11" x 12"  
Only \$13.35 each



EMBLEMS mounted on genuine mahogany.

Item No. 104  
Plaque size 6" x 7"  
Only \$6.60 each



BOOK ENDS  
Size 6" x 7"  
Highly polished and lacquered.  
Only \$18.00 per set.



4" x 4" EMBLEM attach as you wish.

Solid  
bronzed,  
highly  
polished.  
Chromed-  
add  
fifty cents  
extra.



Drilled  
and  
tapped  
holes on  
back.  
Only  
\$4.65 each

Send Check or Money Order To:

**HYPA - PRODUCTS**

*Caters to the Marines in Bronze*  
35 WORLEY STREET • BOSTON 32, MASS.

## SOUND OFF

[continued from page 5]

1, 1959, when I received my shipment.  
AGySgt Gerald Macky  
USMC Recruiting Sub-Station  
Morgantown, W. Va.

● Director, Disbursing Division, Supply Department, HQMC, said:

"The fact that a member may have incurred 'a great expense' is not for consideration in determining a member's entitlement to payment of the dislocation allowance.

"The dislocation allowance is payable to a member whenever his dependents relocate their household in connection with a permanent change of station. It is not payable where the dependents departed the member's old permanent duty station prior to the issuance of orders, and the voucher is not supported by a certificate of the commanding officer, or his designated representative, of the headquarters issuing the orders that the member was advised prior to the issuance of change of station orders that such orders would be issued."—Ed.



### PRESIDENTIAL GUARDS

Dear Sir:

When President Eisenhower visits Mr. George M. Humphrey on his farm near Thomasville, Ga., and at the Country Club in Augusta, Ga., are there any Marines assigned to provide security, such as is the case at other places the President visits? If so, from what bases are they assigned?

Name withheld by request

● Assistant Chief of Staff, G-1, gave us this information:

"The Marine Corps does not provide Marine Guards for the President when he visits either Mr. Humphrey's farm near Thomasville or the Country Club in Augusta. These requirements are fulfilled by Secret Service agents."—Ed.



Leatherneck Magazine

No SIR! You aren't over-parked . . . What I mean is you are over-parked, but it's O.K.!! That is, I'll put a nickel in the meter . . . two nickels?"

# 1959 REUNIONS

First Marine Division Ass'n.—West Coast, June 26-27, at the Marine Memorial Club, 609 Sutter St., San Francisco, Calif.; East Coast, August 6-8, at the Hotel Statler, Detroit, Mich. Contact: Ass'n Secretary, Post Office Box 84, Alexandria, Va.

Second Marine Division Ass'n.—June 17-19, at the Marines' Memorial Club, San Francisco, Calif. Contact: Hugo Genge, 4545 So. Christiana Ave., Chicago 32, Ill. or Wendell V. Perkins c/o Marines' Memorial Club.

Third Marine Division Ass'n.—July 17-19, at the Mayflower Hotel, Washington, D. C. Contact: Tom Stowe, 3427 Valley Dr., Parkfairfax, Alexandria, Va.

Fourth Marine Division Ass'n.—June 25-27, at the Somerset Hotel, Boston, Mass. Contact: Captain Peter Benavage, USMC, Code DP, Headquarters Marine Corps, Washington 25, D. C.

Fifth Marine Division Ass'n.—July 10-12, at the Jung Hotel, New Orleans, La. Contact: LtCol Beldon Lidyard, USMC, (Retd), 902 Marshall St., Falls Church, Va.

Marine Corps Reserve Officers Ass'n.—May 24-26, at the Hotel Washington, Washington, D. C. Contact: Major Richard Bishop, USMCR, 729 15th St., N. W. Washington D. C.

1st Corps Motor Transport Bn., Company "C"—August 14-16, in Alton, Ind. Contact: Scotty Pickering, 364 Holton Rd., La Porte, Ind.

Women Marines—East Coast, June 12-13, at New York City. Contact: Mrs. J. M. Weidman, 32 Wilson Dr., Hamburg, N. Y. West Coast, July 15-16, at San Francisco, Calif. Contact: Mrs. R. L. Dawes, 2920 S. E. 76th Ave., Portland 6, Ore. Send one dollar to cover mailing and planning costs.

The American Defenders of Bataan and Corregidor—May 1-3, at the Hotel Hildebrecht, Trenton, N. J. Contact: Arthur A. Bressi, Oakmont Pk., RD #1, State College, Pa.

Nineteenth Seabees, (3d Bn., Seventeenth Marines, First Marine Division), in September, 1959, at the Concord Hotel, Kiamesha Lake, N. Y. Contact: Herbert McCallen, 655 E. 14th St., New York 9, N. Y.

## IWO JIMA STATUETTE

Dear Sir:

I wonder if you could tell me where I can purchase a replica statuette of the Iwo Jima Flag Raising. I would like to have one for my desk, but have not

(CONTINUED ON PAGE 15)

# TRIUMPH puts you 'way ahead!

and gets you there

Quickly.  
Economically  
Safely



Even more important, Triumph introduces you to a whole new concept of off-duty pleasure. Enjoy the fun and excitement of America's most popular two-wheeled sport. Triumph puts you in the winner's circle on date nights . . . seats two with comfortable ease. You'll marvel at Triumph's smooth-riding, high-powered performance and its rock-bottom operating costs. Models average from 75 to 100 m.p.g. Best of all, Triumph's prices make sense! See your Triumph dealer now for free demonstration ride.

In the West: JOHNSON MOTORS, INC. 267 W. Colorado St., Pasadena 1, Cal.  
In the East: THE TRIUMPH CORPORATION Towson, Baltimore 4, Md.

Please send me the new 1959 full-color Triumph catalog showing your complete line of models.  
☐ Check here if you wish the name, address and telephone number of your nearest authorized TRIUMPH dealer.

Name..... Age.....  
Street.....  
City or Town..... State.....  
Telephone..... Dept. L

Send coupon to nearest address!

## A Brasso shine lasts LONGER!



For polishing insignia, buckles, equipment, etc.

  
**YOU EARN YOUR  
QUALIFICATION  
BADGES—WHY NOT  
WEAR THE BEST?**  
**U.S.M.C. APPROVED**  
**Marksman—Expert—Sharpshooter**  
**Sterling Silver—Rhodium  
Finish—Tarnish Proof—  
Polished Backs For  
Engraving**  
**HILBORN-HAMBURGER, INC.**  
 15 East 26th Street,  
 New York 10, N. Y.



## BOOK MANUSCRIPTS

### CONSIDERED

by cooperative publisher who offers authors early publication, higher royalty, national distribution, and beautifully designed books. All subjects welcomed. Write, or send your MS directly.

GREENWICH BOOK PUBLISHERS, INC.  
 Atten. MR. YEALY 489 FIFTH AVENUE  
 NEW YORK 17, N. Y.

## AMERICAN SALES AGENCY

delivers all new European Cars (1959 Models) anywhere. Worldwide delivery direct from Europe to you. Agency for German, British and French cars, including **MERCEDES, OPEL, PORSCHE, M. G., JAGUAR, VOLKSWAGEN, DKW-AUTO UNION, RENAULT, TRIUMPH, ALFA-ROMEO, FIAT, EUROPEAN FORD, LANCIA** and **BORGWARD** and Personal Service!

**Major Raymond Peter Pach,**  
**USMCR, Owner**

**Office: 23 via Marche, Rome,**  
**Italy, (Tel. 473947)**

*Write for our direct delivery  
 special price list.*



*Leatherneck receives many letters requesting information concerning members of the Marine Corps, and other branches of the service. Condensations of these letters are published in this column as a service to our readers.*

*To avoid errors, all names and addresses must be printed or typed.*

Former Marine Edward C. Anness, 1553 16th St., Huntington, W. Va., to hear from anyone who went through recruit training with him at Parris Island, S. C., in September, 1942. Also, from friends who served with him in H&S Motor Transport Co., Camp Lejeune, N. C., in '42, '43, '44; "B" Co., 1st M. T. Bn., First Marine Division during '44, '45, '46; H&S, M. T. Co., Marine Corps Schools, Quantico, Va., in '46, '47, '48; M. T. Co., Yokosuka, Japan, in 1948-49; and in the Reserve Training Battalion, MCB, Camp Lejeune, N. C., in 1950.

Pvt Fred L. Besch, Comm Spt Co., H&S Bn., 2d FSR, Camp Lejeune, N.C., to hear from **Pvt Paul E. KISNER**, who was last known to be serving at Camp Pendleton, Oceanside, Calif.

Miss "C" "G" McDermott, 5067 Saratoga Ave., San Diego, Calif., to hear from **ASSgt Ed MORROW**, or anyone knowing his whereabouts.

Former Marine Robert Filer, 2820 Clement St., Flint, Mich., to hear from **ACpl Terry G. DERREBERRY**.

Lorraine Bowers, 219 Elm St., Sun Prairie, Wis., to hear from **Al CANDEAU** or **Walter VEREIDE**, who served at the Depot of Supplies, San Francisco, Calif., in 1945.

**AGySgt G. L. Todd**, 203D Inchon Dr., Oceanside, Calif., to hear from **George SIMPSON**, who first enlisted in the Marine Corps in 1920.

Mrs. Mavis Scheel, 424 Riverview, Waukesha, Wis., to hear from **ASSgt and Mrs. James MOCK**. **ASSgt Mock** was last known to be serving at the Marine Corps Schools, Quantico, Va.

**George A. O'Brien**, 242 West 6th St., Lowell, Mass., to hear from **Tredick JOFFE**, who served with the Eighth Marines at Camp Lejeune, N. C., in 1955.

Former Marine **Jimmie Reed**, Box 1807, Reno, Nev., to hear from **Lt S. W. SAYLOR**, **Maj SELZAR**, or anyone who served with him in "D" Co., 18th Engineers, Second Marine Division, on Saipan in 1945.

Mrs. **Walter J. Futz**, 607 East Locust Ave., Philadelphia 44, Pa., to hear from **LtCol John PADLEY**, who was last known to be serving with Headquarters, Department of the Pacific, 100 Harrison St., San Francisco, Calif.

**ACpl David M. Knutson**, **MARTD**, **MARTC**, U. S. Naval Air Station, Minneapolis, Minn., to hear from **ASgt Gerald L. WEGE**, who was last known to be serving with "B" Co., 3d AT. Bn., First Marine Brigade, FMF.

Former Marine **Clifford L. Lansil**, 9 Rydal Court, Oakland, Calif., to hear from **ASSgt Billie D. CARAWAY**, or anyone knowing his whereabouts.

**ASgt Richard M. McKenzie**, **MABS-17**, **MWSG-17 (MT)**, First Marine Aircraft Wing, FMF, c/o FPO, San Francisco, Calif., to hear from **ASSgt John R. MUTH**, who was last known to be serving with the 3d Bn., Second Marines, Second Marine Division, FMF.

**ASgt Jere D. Walden**, P. O. Box #91, Marine Corps Recruit Depot, Parris Island, S. C., to hear from **Claude C. TADLOCK**, who was last known to be serving with the 2d Bn., Fifth Marines, First Marine Division, FMF.

**W. E. (Scotty) Pickering**, 364 Holton Rd., LaPorte, Ind., to hear from **James J. ZINDARS** and **Howard WICKERT**.

**ASSgt Keith E. Davis**, MP Co., Hq Bn., Marine Corps Base, Camp Lejeune, N. C., to hear from **Capt Victor O'HANESIAN** or anyone knowing his whereabouts.

**AGySgt Warren T. Johnson**, Hq Btry, 1st Field Artillery Group, Force Troops, FMFPac, Marine Corps Base Twenty-nine Palms, Calif., to hear from **ASSgt Loren WALKER**.

Former Marine **Joseph Damato**, 106-16 79th St., Ozone Park, Queens, N. Y., to hear from **Odie DECK** and **Bill BENNETT**.

END



## SOUND OFF

[continued from page 13]

found the company that makes them.  
Robert E. McPeck  
7903 Dearborn Ave.  
Cleveland 2, Ohio

● The Marine Corps Exchange Section, HQMC, informed us the statuettes are no longer manufactured or stocked by the Exchanges.—Ed.

### SHOOTING RECORDS

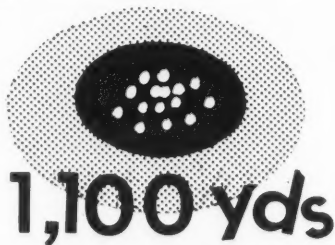
Dear Sir:

I would like what information you have on the shooting records of Gunnery Sergeant Thomas J. Jones, (Retd) especially the one he set back in 1925 or thereabouts. It was from the 1100-yard line.

Bill Kyler  
3610 S.W. 48th St.  
Oklahoma City, Okla.

● Marksmanship Branch, G-3, HQ-MC, told us:

"At Sea Girt, New Jersey in 1921, Gunnery Sergeant Thomas J. Jones made the first 'possible' in the 15-shot Libbey Match, 1100 yards, fired with the service rifle, cal. 30, Model 1903, service sights. He kept on firing for more than two hours, putting 68 consecutive fives in the 36-inch bull's-eye. The same year, at Wakefield, Mass., Jones shot 132 consecutive fives into a 10-inch bull's-eye at 300 yards."—Ed.



### PROFICIENCY PAY

Dear Sir:

Please answer the following questions pertaining to Proficiency Pay and reenlistment bonus. Is Proficiency Pay included as part of base pay for reenlistment bonus purposes?

I say yes, because federal income taxes are deducted from Proficiency Pay, therefore Proficiency Pay cannot be classified as an allowance such as subsistence or quarters allowances.

ASSgt Fernand H. Sabourin  
USMC Recruiting Station  
346 Broadway

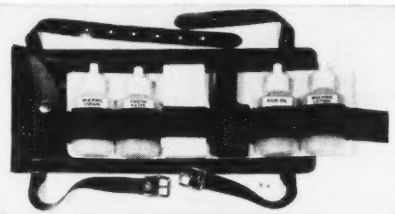
New York 13, N. Y.

● Military Pay Record Audit Section, Examination Branch, Disbursing

Division, HQMC, gave us this answer:

"Proficiency Pay is not included as part of basic pay for reenlistment bonus purposes.

"NAVCOMPT NOTICE 7220 of 10 November, 1958, which is the current procedural authority for the payment of Proficiency Pay, states in part, 'It is an item of tax as distinguished from allowances and will be included in the total taxable pay but not in the FICA wages earned. However, it is not an item of basic pay for any purpose, such as computation of unused leave, reenlistment bonus and disability severance pay'."—Ed.



### DON'T CARRY IT... WEAR IT!

The LIBERTY PAK is so small and light (weighs less than 6 oz.) you can strap it to your leg (it hides under your pant leg out of sight) or you can hide it under your Jumper. Now you can leave the base with everything you need (shaving gear, toothbrush, toothpaste, hair oil and shaving lotion - all in unbreakable plastic bottles) and carry nothing in your hands. Satisfaction guaranteed.

MAIL \$2.00 to:  
KENFIELDS PRODUCTS  
SAN CLEMENTE, CALIFORNIA

### Regulation Name Stamp

size 1/4" to 1/2"

Price \$1.00

Please state name, address  
and size desired

### RETURN ADDRESS STAMPS

ALSO AVAILABLE

FOR \$1.50

### THE STAMP HOUSE

Box 434  
YUKON, FLORIDA  
Sorry, no COD's

### SHORT-TERM ENLISTMENTS

Dear Sir:

This letter is in reference to a question on early ship-overs. On a two-year enlistment, I reenlisted after serving one year and a day, for a four-year cruise.

In interpreting the Navy law on early discharges and reenlistments, the Comptroller General has ruled that the unserved part of the cruise counts toward retirement and the percentage of pay on

(CONTINUED ON PAGE 73)

## IN SAN DIEGO IT'S THE PACIFIC REST MOTEL

Headquarters for Traveling Marines, their friends and families. Across the boulevard from the main gate, U. S. Marine Recruit Depot. Located in the center of the city and easy access to all points of interest. Bring the family, we have single, double and family type accommodations with phones, PBX, free TV and free coffee.

Our adjoining PACIFIC SERVICES offers excellent 4 hour Cleaning, Pressing, Laundry, Mens Shop, Barber Shop, Shoe Shop and Coffee Shop.

Next door: Bowling, Cocktail Lounge and Restaurants.

Call Cypress 8-8364 or write Pacific Rest Motel, 4101 Pacific Highway, San Diego, California.

## ORDERED TO LEJEUNE???

### VISITING LEJEUNE???

Arrange accommodations in advance with MSgt. & Mrs. W. R. Letson, owners and operators of THE COASTAL Motel. Located one mile south of Jacksonville, conveniently centered to all parts of Camp Lejeune. 25 new modern units each featuring a kitchenette. Free room TV and year-round air conditioning. Family accommodations. Reasonable rates. Phone 4945.

**COASTAL MOTEL**  
Jacksonville, N. C.

The big flattop **USS Boxer, (LPH-4)**  
is now an assault helicopter carrier.

It spearheads **Amphibious Squadron 10**

# COPTER CARRIER

**T**HE SITUATION FOR BRIGADELEX II-59 was familiar: The make-believe nation of Annenti, a pro-Western government, was about to throw in the towel. It could no longer hold off well-organized rebel forces. Armed with modern rifles, 30 and 50 caliber machine guns, confident resurgent groups, backed by 10,000 partisan sympathizers, patrolled the center of the capital city of Pala. In answer to an eleventh hour appeal, the U. S. agreed to send troops to the aid of a friendly government, and to help evacuate American citizens.

Amphibious Squadron Ten (the *USS Boxer* (LPH-4); the LSDs *Fort Snelling*, *Plymouth Rock*, *Spiegel Grove*, *Hermitage*; and the APD *Kleinsmith*), with 2000 Marines of the 10th Provisional Marine Brigade aboard, raced out of Norfolk to accomplish the mission.

The formation of PHIBRON 10 last Winter, marked the Navy's first amphibious assault force of relatively high-speed ships. With a 22-knot speed capability, the squadron can transport troops, helicopters and equipment over long distances, then launch an amphibious attack either by sea or air. In a recent speed run, PHIBRON 10 covered

100 miles in five hours. This squadron is expected to play an important role in the future of vertical envelopment and over-the-beach assault tactics.

Spearhead of the squadron is the big, gray carrier *USS Boxer*, which was redesignated from CVS-21 to LPH (assault helicopter carrier), last February.

The geneology of the name *Boxer* goes back more than a century. The present carrier is the fifth in the line of U. S. warships to bear that name. The first, a 370-ton brig with 14 guns, was launched in May, 1815, under the supervision of Commodore Oliver Hazard Perry. The second, a \$30,000 schooner, was christened in Boston and ultimately sold in Philadelphia in 1848. The third, a sidewheel steamer originally the *Tristram Shandy*, was captured by the *USS Kansas* on May 15, 1865, then redesignated the *Boxer*. In 1904 a wooden brigantine *Boxer* was launched. It turned out to be mainly a training vessel for the Naval Academy; then, in 1920, it was transferred to the Department of Interior.

Today's *Boxer*, a converted aircraft carrier, was a World War II baby. It was launched at Newport News, Va., on December 14, 1944. When the Korean Conflict exploded, she put out to

(Text continued on page 18)



The 1500 Marines aboard the *Boxer* for Brigadelex II, were landed at Vieques via choppers

by AMSgt Paul Sarokin

Photos by  
ASSgt Russell W. Savatt, Jr.



the  
were  
pert



Sun-bleached. Marines moved swiftly  
into choppers for the trip to Vinaguet.



Mechanical Mules load the boat's  
deck to be ferried ashore by HR25.



## COPTER CARRIER (cont.)

sea with 150 desperately needed planes. In that crossing, the *Boxer* set a record of eight days and seven hours. Later, she took part in the Inchon landing with the Seventh Fleet, and in the liberation of Seoul. In 1952, she became the first ship in history to use guided missiles in combat. During 1956-57, the *Boxer* recorded its 79,000th arrested aircraft landing, a record for active carriers of the Pacific Fleet. In addition, more than 4000 helicopter landings were completed.

A quiet revolution is taking place aboard the huge carrier. A 100-man Marine Aviation Detachment operates the flight deck, runs the elevators, and helps out with the mooring lines. AGySgt Robert J. Kilfoy, in charge of the flight deck, confessed "I put *Aviation Bosh's Mate* after my MOS on my fitness report, but the colonel wouldn't buy it."

By July, Marines will take over just about all the tasks except steering the carrier. Marines will handle Supply, Communication, Gunnery, Disbursing, Mess, in addition to Aviation and they will change their designation to *Marine Detachment*.

BRIGADELEX II-59 unfolded precisely at 1300 on 3 March. As the *Boxer* eased out of Pier 12, Norfolk, and slid out to sea, a few wives were at the docks waving a sad farewell to their loved ones.

"Damn," snorted a hardened Marine



ASgt James L. Cox and 1stLt Edward T. Foster, both of HMR-262, positioned scale models to determine actual flight deck parking spots

watching from the flight deck. "You'd think we're gonna be gone for seven years the way those brown-baggers carry on. I actually saw tears!"

Actually, the *Boxer* would only be away about seven weeks for its brigade exercise.

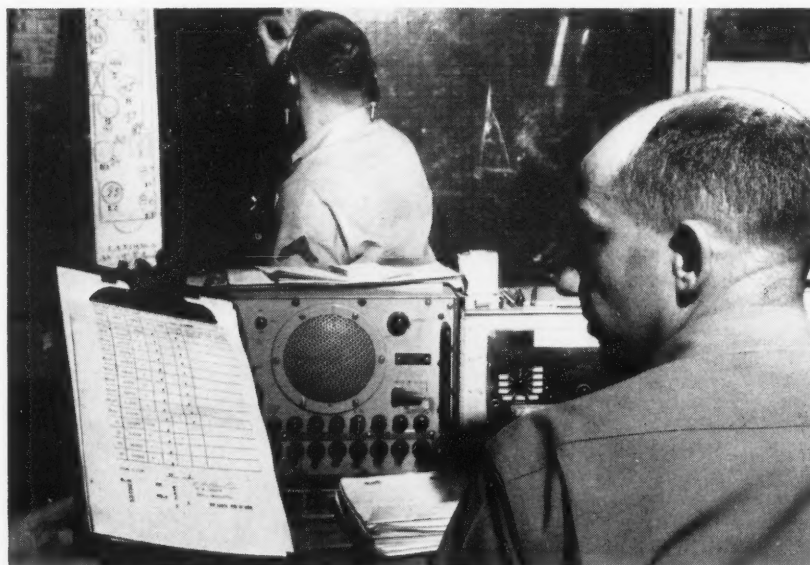
Below decks there was the crisp anti-

septic tang of cosmoline and salt air as young Marines who would "take" the island slung their packs on narrow bunks. Many got lost as soon as they stepped out of their compartment. They stumbled over tie-down wires, shuffled in long chow lines, cleaned their equipment, provided men for the sleepless vigil of the ship, and limbered up daily by doing calisthenics on the hangar deck.

The first night after the Marines had clambered aboard the *Boxer*, there was a steam failure. The weather in Norfolk was chilly, and many a Marine shook with cold through the night. The next morning, sailors joshingly explained that they had turned the heat off deliberately to make the tough Marines feel at home. Other seamen predicted that this is only a foretaste of what lies ahead when the Marines take over the ship's engineering tasks. "Best duty you'll ever have," quipped another sailor.

By the third day at sea, the weather had become balmy and skivvy shirts and dungaree trousers were authorized. An informal, carefree mood prevailed. Barbers among the Marines began to ply their trade in the troop compartments. Marines broke out their magazines, and a few were sunning themselves on deck.

Under Colonel J. R. Little, a Naval Aviator and CO of MAG-14 at Cherry Point, N. C., the 10th Brigade was



ACpl John Sullivan and Major Rodney McKittrick, of the *USS Boxer* helicopter direction center, plotted chopper positions during maneuver

activated last January expressly for Brigade Landing Exercise II-59. Navy Cross winner, Lieutenant Colonel Maxie R. Williams, a ground officer, was designated as Exec. Together, they typify the modern air-ground team concept leading today's exercises.

"We're not only taking part in a maneuver," explained LtCol Williams, "but if anything happens, we're a self-sustaining unit and can be on our way into actual combat anywhere in the world." Because Marines were subject to deployment anywhere in the world, they brought along with their combat gear, clothing adequate for any climate, including overcoats and sleeping bags.

LtCol Williams likes the system of rotating three brigades. One coming in (the 10th Brigade); another at Vieques (the 8th); and one formed (the 12th) back at Camp Lejeune, N. C.

"This also marked the first time," he said, "that a brigade has trained in

a Vieques area as a helicopter-landed unit." Every Marine aboard the *Boxer* came ashore via helicopter.

To the senior NCOs, most Marines (on their first maneuver) seemed quite young. Most agreed that there was a minimum of troop harassment, and that the chow was good. "I haven't heard one complaint," admitted AMSgt L. M. McCarroll, First Sergeant of Alpha Co., Sixth Marines.

Despite approximately 1500 sun-bronzed Marines aboard the *Boxer*, and the necessary cramped billeting space, few griped about their temporary life at sea. There were movies nightly on deck, cigarettes were a dime a pack, and the ship's store and soft drink machines could always accommodate their patrons. JOIN THE MARINES stickers had been plastered aboard the ship, some covering Navy recruiting signs. And most bulletin boards carried a message from the chaplain:

"THE CURSING LAMP IS OUT THROUGHOUT THE SHIP." Each night, immediately after taps, a quiet prayer was read over the PA system as the troops bedded down for the night.

Aerial nerve center aboard the ship was the Helicopter Direction Center, headed by Major Rodney McKittrick, and AGySgt Al Greene, NCOinC, both veterans of helicopter operations with MAG (HR) (L) 26.

The center requires each flight leader to check via radio as he crosses the beach, inbound to the landing zone, then again as he leaves for the *Boxer*. The information is posted on large plot boards. Using a combination telephone and radio headset, Marines monitor flight deck operations and plot all take-offs and landings. Throughout the operation, HDC keeps the pilots' ready room briefed on weather conditions, ship's speed and course. During BRIGADELEX II-59, Marines of the

TURN PAGE



Aboard the *Boxer*, HUS helicopters were carried to the flight deck via swift elevators. Rotor blades

were folded to increase the storage capacity of the flattop. Choppers can be flight-readied in moments

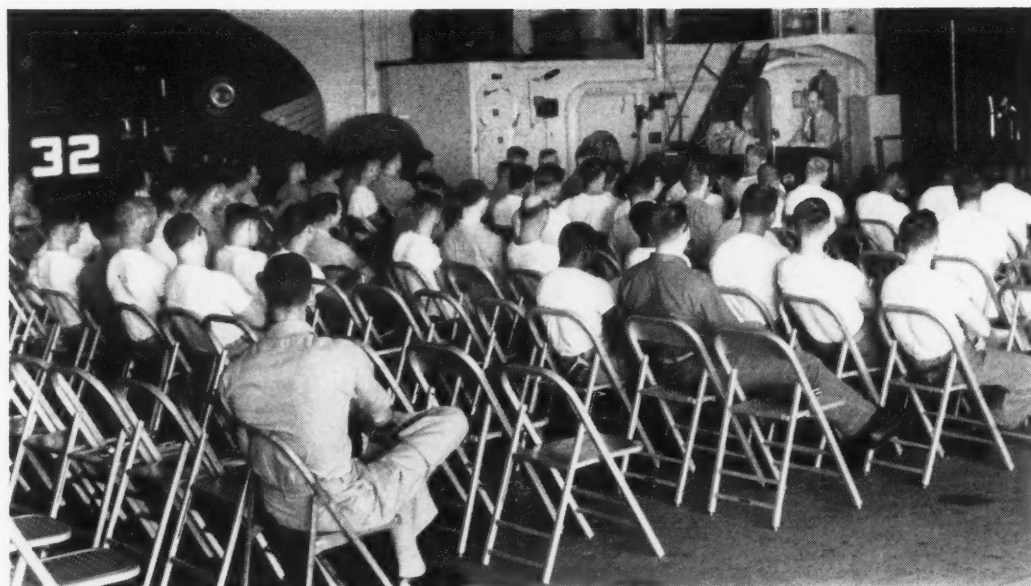
## COPTER CARRIER (cont.)

direction center knew that they earned their pay: they averaged about 18 hours work per day.

Another, smaller, group that earned its pay was the Pathfinders, today's version of the paratroopers. A typical member, ACpl Dennis E. Gagnon, 2d Force Recon Co., was glad to be along for the experience. He's made 36 jumps from Grummans, TFIs, R4Qs and R4Ds, in addition to leaping out of choppers. Before he could wear his jump wings and qualify for \$55 a month jump pay, Gagnon had to graduate from jump school at Fort Benning, Ga. "We had to make five qualifying jumps before we passed our final tests," he pointed out.

Logistics have made some sweeping changes to keep pace with the vertical envelopment theory. "In previous amphibious concepts," said AMSgt Marvin O. Dawson, logistics chief for the 10th Brigade, "we had to pack more chow and ammo in each man's gear. This was required because the off-loading schedule and availability of P boats couldn't resupply fast enough. Now, with helicopters, chow, ammo,

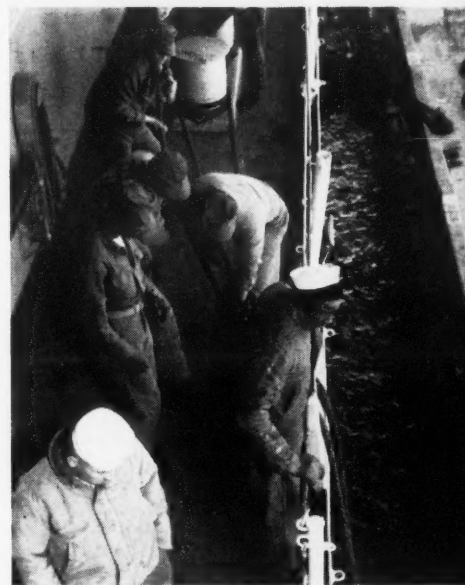
ACpl Larry J. Fayard (MAD, Boxer's crash crew) wears an asbestos suit during all take-offs



Divine services were well attended by troops of Brigadelex II-59. Prayers were read over the ship's PA system at night, after taps



## Marines of the USS Boxer have taken over traditional Navy chores



Marines aboard the *Boxer* now help moor the helicopter carrier

◀ The old, mythical "sea-bat" ruse trapped many a Navy recruit as well as unsuspecting Marines

and water are brought by air directly to the point where needed, eliminating distribution points." Civilian supply experts aboard the *Boxer* carefully timed all loading operations with stop watches.

"This operation," said 10th Marine Brigade Sergeant Major Frank H. Driskell, "typifies the future of the Marine Corps. In our atomic age, effective small units and controlled dispersion are indispensable. Tactically, this has everything the book calls for. It's a fine concept to have three brigades rotating at all times."

Credit for saving loading time, as well as many tired backs, belongs to Captain Jack A. Fichter, the *Boxer's* resourceful combat cargo officer. He borrowed an old ramp from an LSD, then had it adapted to the carrier. As a result, the awesome cargo net was eliminated. It was possible for Marines to march four abreast aboard the ship and drive their jeeps and vehicles directly aboard. During BRIGADELEX I-59, in January, 1200 Marines and their gear were loaded aboard in one hour and 45 minutes. Normally, four to five hours would be required to load

**TURN PAGE**



Before the choppers were taken below to the hangar deck, the rotor blades had to be folded. Crews and mechanics keep assigned aircraft

## COPTER CARRIER (cont.)

this many troops and their gear. At the moment, the *Boxer* is the only carrier in the fleet equipped with this gimmick.

Capt Fichter has also improvised a gadget which can be fitted to a fork lift to help haul cargo directly from the top of the boom, like a crane.

Although the troops of the 10th Brigade were on a deadly serious training maneuver, they still managed a few humorous situations to pass the days of ennui at sea. Far and away, the incident that drew the most guffaws was the alleged capture of the old, but mythical, sea bat. It was carefully placed in a large tin can—and brought up to the hangar deck. A curious crowd soon gathered. As a Marine or sailor's curiosity overcame him, and he got on all fours to have a peek at the rare but non-existent seabat, one of his shipmates fetched him a healthy swat across the tail with a broom. The seabat was good for more laughs than a USO show.

"First time I've ever seen 'em catch a sailor at his own game, said AGySgt Howard R. George, MT Chief of 1/6. "I don't believe we've ever caught so many customers with this old trick," he said.

Old-timers lent further realism to the humorous situation by furnishing such remarks as, "They only live 14 to 16 hours out of water." "Last time I saw



Pathfinders, the Corps' newest version of the paratroopers, went in before D-day. Their job was to point the way for the assault forces

one was in 1937." And, "They only live in the tropics."

The officers had their fun with a mail buoy watch. Second lieutenants fresh from Quantico were assigned to the first watch. The orders were official-looking. "Subject: Mail Buoy Watch.

Uniform of the Watch: Foul weather clothing. Each officer will draw his own binoculars. He will remain on constant lookout for the mail buoy which will be identified by the scarlet color and a large "M" with a beacon on top, sending out code letter "M" at inter-



When the assault began, the flight deck became the focal point of most activity. Combat-clad Marines

double-timed to the area where they were to board the transport helicopters for an airlift to Vieques



Secretary of the Navy, Thomas S. Gates, Jr., (at the extreme right) and Commandant of the Marine

Corps, Gen R. McC. Pate, (left) were among the high-ranking spectators during Brigadelex II-59



LtCol A. G. Carlson, Air Officer, and CO, MAD, Boxer, checked a take-off

vals of eight seconds. All sightings will be reported to the ship's OD every 30 minutes."

The scheme of maneuver for the 2000-Marine landing force called for the 1st Battalion, Sixth Marines, to land one reinforced company in each of three landing zones. The high ground commanding the city of Pala and the airfield on the outskirts of the city were

(continued on page 90)



Heavy equipment, such as cranes and big shovels, were brought in by LSDs. Shore party selected landing site





# SKYHAWK SQUADRON

by AMSgt Paul Sarokin

Photos by

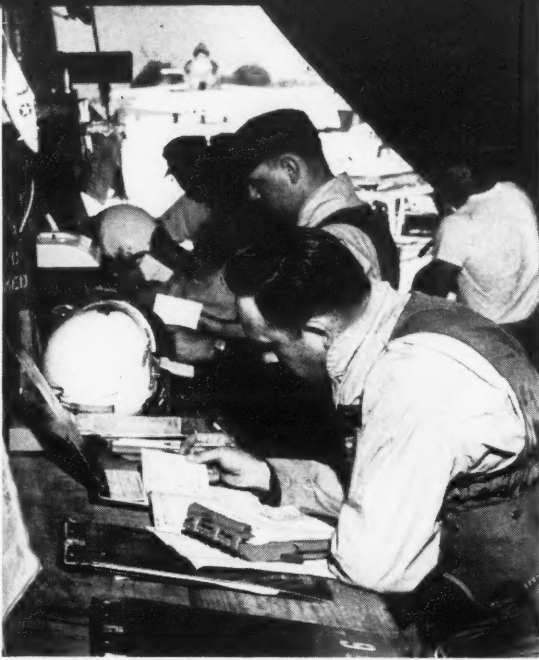
ASSgt Russell W. Savatt, Jr.



LtCol C. Boggs, CO of Marine Attack Squadron 224, gave the "thumb's up" signal before the maneuver started

**T**O THE plodding foot-fighter trundling into battle, few sights are more heartening than the flash of friendly jets overhead. They not only shield him with a protective umbrella, but they also assure him of missile, rocket, bomb or machine gun support against a moving enemy.

During the recent BRIGADELEX II operations, Marine Attack Squadron 224 (MAG-14, Second Marine Aircraft Wing), swooshed out of Cherry Point, N. C., toward Vieques, Puerto Rico, to test its readiness. Armed with the single-seater A4D2 Skyhawk, Douglas Aircraft's advanced version of the A4D which in 1955 broke the world's low altitude airspeed record for the 500-kilometer closed course (695.127 mph),



After they had received their instructions in the briefing tent, LtCol Boggs led his pilots on a scramble mission



Before taking off from Roosevelt Roads, the pilots were briefed under "combat" conditions

## A squadron of Cherry Point fighter jets tested its striking power in Brigadelex II-59 at Puerto Rico

the squadron was capable of either land or carrier-based operations.

Its jets, tiny but powerful Skyhawks, are America's lightest and smallest combat fighters. The Mighty Midget, with modified delta wing construction was designed without the folding wings, previously required for carrier-based planes. It entered the Fleet in 1956.

For striking power, it mounts two 20-mm. cannon, capable of spitting out fire at the devastating rate of more than 1000 rounds per minute. Power is supplied by a Wright J-56 engine capable of a 7700-pound thrust.

At Roosevelt Roads, P. R., where the self-sustaining, reinforced squadron was based, it brought along its own medical, motor transport and comm sections, plus its mechanics and refueling crews. Each Skyhawk, with in-flight refueling capability, can carry 1125 gallons of fuel. When a pilot's in a hurry, his jet can be refueled within seven minutes.

Marine Attack Squadron 224 was activated on May 1, 1942, at Ewa, Hawaii, then flew in the Guadalcanal, Marshalls and Okinawa campaigns. At the outbreak of the Korean conflict the attack squadron was stationed at

**TURN PAGE**



LtCol Boggs (addressing the squadron) told his command that their long hours of hard work had helped make the Brigadelex a success

## SKYHAWK SQUADRON (cont.)



Acting Sergeant Donald Harris checked tire damage caused by friction during aircraft landings

Cherry Point, as VMF-224. It arrived at Atsugi, Japan, in September, 1953, then was redesignated as VMA-224, the following year.

Today, VMA-224 is under the command of jet pilot, Lieutenant Colonel Charles W. Boggs, a former ground officer and OCS graduate. A Bronze Star winner and holder of two Air Medals, the colonel is also a former CO of the Polka Dot Squadron (VMA-332) at Miami. While at Marine Corps Headquarters from 1949-52, he worked on the history of Marine Aviation in the Philippines. His exec is Major

Donald L. Fenton.

"Our mission," explained the CO, "is to support the FMF." To accomplish this task, each Skyhawk carries enough fuel to stay on target for more than an hour (with full armament), then can return with a safe margin of fuel. On a scramble, carrying bombs, rockets and 20-mm. ammo, the Skyhawk can take off, fly 200 miles, stay on target 30 minutes then return, all within an hour and a half.

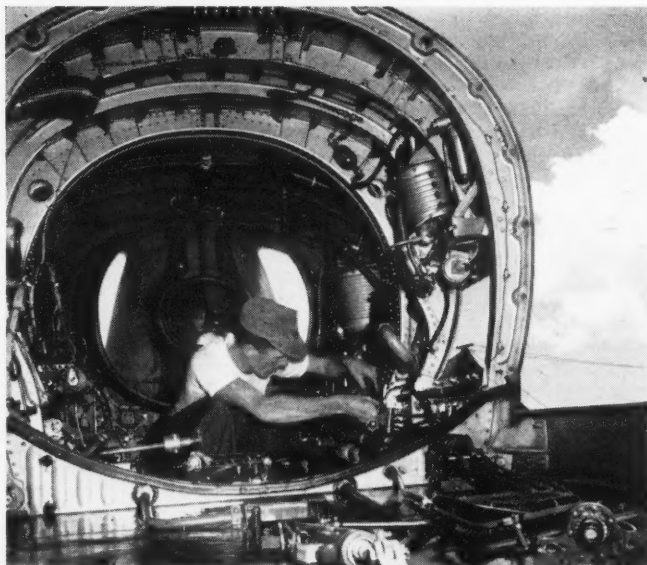
During BRIGADELEX II-59, VMA-224 chalked up more than 71 missions—and over 150 hours of support.



The Skyhawk fighter jet, built by Douglas Aircraft Co., is capable of supporting foot troops with missiles, rockets, bombs or machine guns



ASgt C. Murchison and AGySgt D. Whitson repaired a Skyhawk's sensitive instruments

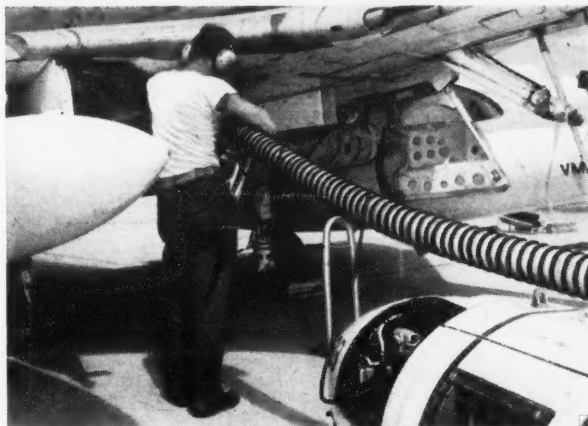


Acting Staff Sergeant Clement Perreault worked inside the complicated engine compartment of an A4D2 Skyhawk





Acting Sergeant Bill Schmidt, attached to HMS-14, checked out a radio pack in a field electronic van



Portable power units were used to start the jets. "Earmuffs" were worn to help deaden engine roar



The unique bulk fuel farm system, employing huge rubber storage tanks, was used in the maneuver



Wherever they are, Marines like to watch movies. They set up their own "theater" in their tent area



Marines watched "Have Gun, Will Travel," on Puerto Rican TV. The titles were in Spanish



The natural beaches of Puerto Rico looked particularly good to Marines who had spent the Winter at Lejeune

END

# CORPS ALBUM

From time to time, readers have requested information about the Corps Album photos we have printed. The following list of names and addresses of this month's contributors will make it possible for readers to write directly to the owners of the pictures for identification or information not contained in the captions.

AMSGT George E. Duffy, Jr.  
2625 S. Shelton  
Santa Ana, Calif.

James T. Lochridge  
315 Scott Ave.  
Pikeville, Ky.

Fred Esper  
P.O. Box 3581  
Miami 30, Fla.

Chester C. Simming  
VA Hospital — Ward 8  
Vancouver, Wash.



Submitted by James T. Lochridge  
Members of VMTB-143 got together for a group picture at their new base on Bougainville, Northern Solomon Islands, in February, 1944

HERE ARE some more of the Old Corps photos which we will print as a regular feature. *Leatherneck* will pay \$15.00 for old photos of this type accepted for publication. Please include date, outfit, or any other available identification. Mail your Old Corps photos to CORPS ALBUM EDITOR, *Leatherneck Magazine*, Box 1918, Washington 13, D. C. All photos will be returned.



VMF-212 was the first air squadron to launch an attack on Guadalcanal in 1942. Lieutenant Colonel

Harold Bauer, the Commanding Officer, (inset) was listed as "missing in Action" during the campaign



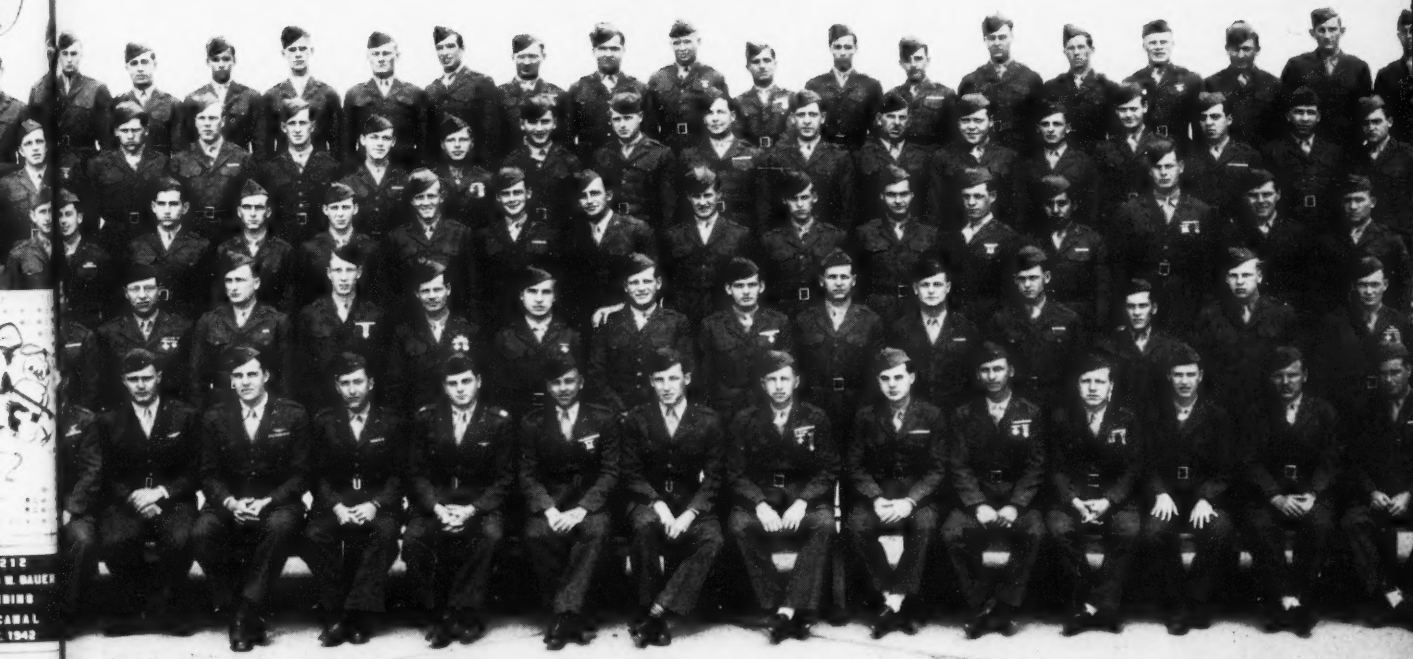
Field Detachment, 1st Marine Aviation Force,  
at Curtis Field, Miami, Fla., in 1919. Their

*Submitted by Fred Esper*  
class, commanded by Maj Roy Geiger, was  
the last group of cadets graduated from MIT



◀ This volunteer platoon, from the  
1st Paratrooper Bn., at Quantico  
in 1941, hiked 43 miles in 19 hours

*Submitted by Chester C. Sinning*



*Submitted by AMSgt George E. Duff, Jr.*





*Official USMC Photo*

MSgt Kurt F. Schoenfeld, the eighth Marine to be designated an enlisted pilot, stood beside a Corsair

in 1929 at Port au Prince, Haiti. The plane was assigned to F. T. Evans, one of aviation's greats



by AMSgt Walter Stewart

# ENLISTED PILOTS



*Photo by AGuSgt Charles B. Tyler*

**AMSgt William M. Query** has logged more than 3500 hours



*Photo by AGuSgt Charles B. Tyler*

**AMSgt Barney Heidt** was El Toro's first NAP to fly an F8



*Official USMC Photo*

**1stSgt H. Michalski** was one of seven fliers to get an E8 rank

## Some of the Corps' most experienced pilots are the ones who wear wings with their chevrons—the NAPs

**T**HE MONTH was Frigid February, the year 1952, place Korea. Four Corsairs were called in to hit several enemy gun positions and bunkers. Like winged fury, the airmen decimated the CCF emplacements with deadly accuracy. On the ground, a member of the beleaguered Marine battalion heard over his TAC radio: "This strike comes to you as a courtesy of three enlisted pilots and one Reserve!"

Close support "courtesies" have been coming to infantry organizations from enlisted pilots for more than 40 years. While no Marine wore the official label of Naval Aviation Pilot until September 14, 1923, flying was getting to be pretty old stuff to a number of NCOs. On that September day, 1stSgt Benjamin F. Belcher was a veteran of 399 solo hours when he stepped front and center to get his wings and become the first Marine NAP. Number Two was GySgt Neil W. Abbott, with 200 hours, and third was GySgt Archie Pascal,

with 125 hours and a Navy Cross for air work in France. All three were members of Marine Observation Squadron One, then employed as general hell-raisers against the bandits of Santo Domingo. Two other sergeants were designated NAPs by the end of the year.

Although this quintet was the first to receive the NAP designation, they certainly were not the Corps' first enlisted pilots. Sgt Thomas L. McCullough is said to have been attacked by six Fokkers over Belgium in World War I. The account reports that McCullough clobbered one and fought off the others before his guns jammed and his Spad was forced down. Noted historian Robert Sherrod, reporting on the "war to end war," said, "Three (Marine) fliers were wounded: Lieut Everett Brewer and Gunnery Sergeants Harry Wershiner and (Guy) Robinson."

Most of our early-day enlisted pilots were mechanics who became fliers with-

out the blessing of formal training—men who knew the aircraft from aileron to dzus fastener and who learned aeronautics via the "seat of the pants" system. An example is Kurt F. E. Schoenfeld, who holds the certificate of NAP No. 8. Schoenfeld, now a retired master sergeant, frequently took the controls when he went up with pilots to check rigging he had done, and received his appointment when a major learned he had made 10 landings "when the pilot had been feeling bad." On his first solo flight, the engine conked out and Schoenfeld came in dead-stick.

A 1923 directive from the Major General Commandant sternly warned squadrons that the only enlisted men "who will be allowed to carry passengers will be those authorized Naval Aviation Pilots," so one may reasonably presume there were numerous instances when the only wings a pilot had were those attached to the fuselage. Both Navy and Marine schools began

TURN PAGE



Photo by AGySgt Joseph J. Mulvihill

◀ AMSgt John D. Dunlop, a former fighter pilot, readied for an HOK flight at Yuma



Photo by AGySgt Charles B. Tyler

AMSgt Anthony J. Soltes checked over the engine of his HUS helicopter before taking off for an HMR-363 mission



Photo by ASgt Bernard Marvin

◀ AGySgt Bucky Harris and AMSgt George Mikkelsen discussed an air map at Quantico

## ENLISTED PILOTS (cont.)

turning out enlisted pilots to offset flier shortages, graduates being assigned as second pilots in scouting, bombing, torpedo and observation aircraft.

In 1923, a flight by two Marine aircraft, each of which was manned by an officer and a sergeant, set an American record for long distance, covering 10,953 miles from Haiti to San Francisco. First Lieutenant Ford O. Rogers, now a retired brigadier general, reported on the flight, noting, "First Sergeant Belcher is in my opinion as good a pilot (officers included) as there is in the

Marine Corps. He is recognized throughout the Marine Corps as the best aviation mechanic that has ever been in the service. Personally and professionally he is a credit to any organization and is unquestionably the most valuable enlisted man in all Marine Corps Aviation."

Since those days, Belcher has been joined by some very distinguished company.

The flying sergeants really came into their own during World War II, starting with TSgt William J. Hamilton and SSgt Robert O. Arthur, who performed "notably" at Wake Island, and continuing through each of the island-hopping campaigns. During one of these operations, MSgt Jack Pittman, Jr.,

blasted five Japanese planes out of the sky on a single flight. The war-time high of Marine NAPs was reached in 1942 when there were 131. That the number was not greater can be explained by a policy of commissioning the aviators soon after they completed flight training. Consequently, their number soared to an all-time high of 366 in 1948, one year after the end of the NAP-producing program, when budget restrictions forced their reversion to enlisted status.

The latest figures—March, 1959—show 105 enlisted pilots now on active duty. Of these, 38 are headquartered at El Toro, 33 at Cherry Point, four at Quantico, four at Olathe, Kan.,



three at MCAAS, Beaufort, three on Fleet and Foreign Duty, and the others scattered over Norfolk, Anacostia, Memphis, Jacksonville, Pensacola, Camp Pendleton, Kaneohe Bay and other air installations. Their logged hours, common criterion for measuring an aviator's experience, vary from 3000 to 5500, depending largely on the type of aircraft they fly. Comparatively, their hours equal those of a major or lieutenant colonel.

Colonel William H. Klenke, Jr., Chrysler Corporation executive and CO of MARG-13, Grosse Ile, Mich., is believed to be the only Marine to get his wings as a private. At Quantico, Pvt Klenke was eleventh on the waiting list for flight training when orders were received to send 10 to Pensacola. Circumstances prevented one of the 10 from complying, however, so at the last minute, Klenke's name was substituted. In line with the policy of trainees being NCOs, all of the original 10 not already of minimum qualifying rank had been promoted to corporal. There was no time to elevate the substitute, however, and when wings were passed out that day in 1931, he still was a private. Subsequently, aboard a Navy transport, he found chores assigned on a basis of rank rather than talent and the young aviator became the only pilot to pull a tour of mess duty. After serving with the 1st Marine Carrier Squadron aboard the old *USS Saratoga*, he left the Marine Corps in 1934 as a staff sergeant. Gaining a Reserve commission, he later returned to active duty and commanded MAG-25 in World War II.

Two NAPs of HMX-1, Quantico, currently are applying their skills to

testing the squadron's four species of choppers after repairs. AMSgt George V. Mikkelsen and AGySgt Walter R. Harris offer an excellent cross-section of the Corps' enlisted pilots. Both Harris, a former major, and Mikkelsen, a former lieutenant, have amassed about 3500 hours, few of which have been in time-building transports.

"Mick" was at Pearl Harbor on that fateful day and later participated in the Guadalcanal campaign. He won his wings as a six-striper in October, 1944, and was commissioned three months later. He reverted in 1947 at age 28. "Bucky" Harris won his right to drive airplanes through the NavCad program in January, 1943, and was a captain with the Bougainville and Vella Lavella operations under his flight jacket when he left the service in 1945. Called to active duty in 1951, Major Harris had been in Korea but 10 days when his Corsair went down in flames over the Imjin River, leading to some 16 months as guest of the enemy. After an attempt to integrate into the Regular Marine Corps failed, he stayed on for several years on a SWAG contract and was reverted to technical sergeant two years ago.

Of AMSgt Byron C. "Barney" Heidt's 4000 hours, 800 were accrued in jets. Heidt has flown virtually every type of Marine Corps aircraft, except helicopters, since he won his wings 16 years ago and is presently flying in the F8U Crusader. He also flies a desk as Operations NCO of VMF-323 at El Toro. While flying with HMS-1 and VMO-6 in Korea, Barney was awarded seven Air Medals.

1stSgt Henry Michalski, sergeant major of Headquarters Squadron, Air-

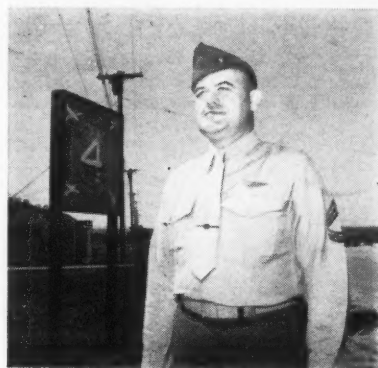


Photo by AGySgt Charles B. Tyler

AMSgt Robert E. Catlapp was assigned as a fighter director

FMFPac, had to make a forced landing in a Piper Cub in order to be recommended for flight training. As a corporal on guard duty in Boston in 1940, Ski was taking private lessons when his plane went awry and he made a crash landing. Knowing he would be late in returning to duty, he called in. His CO was so impressed that a young man would spend his free time learning something constructive, he recommended Ski for flight training.

Michalski subsequently flew 135 missions against the enemy during the Bougainville and Philippine campaigns, (earning the DFC) and another 100 in Korea. His 4000 hours have been logged in fighter, transport and helicopter aircraft. Before the end of World War II, Ski was commissioned and was a first lieutenant when he reverted to master sergeant in 1947. The diamond in his chevron came last year.

One of the most senior NAPs, in point of flight time, is AMSgt Robert E. "Fat Cat" Catlapp of MACS-4, MCAF, Santa Ana. A healthy hunk of his 5400 hours was logged during five years as a plane commander of the R5D transport. Over the past 16 years he has flown everything that came equipped with wings and is a veteran of 100 missions with the Blacksheep squadron in Korea, winning the Distinguished Flying Cross and six Air Medals.

A Fat Cat story popular at NAP bull sessions relates an event which occurred a couple of years ago on Okinawa. When their transport crashed off the end of the runway, Catlapp and his copilot were working feverishly to clear the plane of its passengers. An air policeman rushed up and made them leave the site—they weren't wearing crash badges!

The first enlisted pilot at El Toro to fly the Crusader and, consequently, the first NAP on the West Coast to become a member of the exclusive 1000 Miles Per (continued on page 90)



Photo by AGySgt Charles B. Tyler

AMSgts Arthur M. Anderson, Jr., Lloyd B. Britt, Joseph J. Quinn and Walter Simpson, Jr., all of whom are combat veterans and now stationed at MCAAS, Beaufort, gathered beside a transport aircraft

# CHOPPER PREP

THE BEST HELICOPTER PILOTS IN THE WORLD ARE TRAINED HERE



by Vern Blasdell

Official USMC and  
USN Photos

**N**O MATTER how well qualified a man may be as an aviator, he doesn't just step into a chopper and take off. The operation of a helicopter is a highly specialized branch of a tough and exacting science and, as such, requires a thorough apprenticeship.

Ellyson Field, Florida, is the source of just about every Marine (as well as Navy and Coast Guard) helicopter pilot you will ever meet. It is the Navy's only helicopter training site, and is a part of the Naval Air Basic

Training Command which has its headquarters at NAS, Pensacola, Fla., some nine miles southwest of Ellyson.

Marine helicopter pilots can come from one of two sources—either the Fleet or field, or through the Naval Air Training Command as a NavCad (Naval Aviation Cadet) or AOC (Aviation Officer Candidate). If the man was earlier a fixed-wing pilot and has seen service with an operational squadron, his return to Pensacola is much like revisiting his home town, for he has already been through the mill.

He has already gone through the rough and thorough Pre-Flight, 16-week training period at Mainside (Pensacola), the primary flight training and carrier qualifications at Saufley Field, the precision, formation and gunnery routine at Whiting. His return to Ellyson will be in the nature of a post-graduate course.

The eight weeks at Ellyson will be busy. The training, although it covers a lot of ground, is not designed to make a finished helicopter pilot, but to provide indoctrination of the fundamentals

of helicopter flying which will be elaborated upon after a man joins an operational squadron. He will log approximately 60 hours in choppers during his eight weeks.

The training is divided into two parts, each with one week of ground work followed by three weeks of operational flying.

During the first week, using the HTL-6 or HTL-7, the student studies helicopter engineering, operations and principles of flight. The next three weeks are spent flying and putting to use the knowledge gained in the classroom.

A lot of learning is packed into the three weeks. In 15 days, the pilot learns about pre-flight inspection, helicopter director signals, starting and warm-up procedures, stopping procedure and post-flight inspection.

In the air, he learns something about these maneuvers: Vertical take-off, hovering, air taxiing, vertical landings, transition to forward flight, basic air work, normal approach, normal approach to a definite spot, sideward and rearward flight, squares and figure eights, turns on a spot, recovery from low rpm, autorotations, simulated emergencies, running landings, cross-wind takeoff and landings, precision approach, backward takeoff, rapid deceleration, vertical auto-rotation, rough terrain, simulated maximum-load conditions and jump take-off.

To round out his three weeks, he also learns something about actual emergencies, such as engine failure in a



Ellyson Field, Florida, is the final stop for chopper students before they report to an operational unit, but they've still got plenty to learn



hover, engine failure during take-off, engine failure between 10 and 300 feet, engine failure above 300 feet, engine fire during starting, fire during flight at low altitude, fire during flight at high altitude, electrical fire, hydraulic boost control power failure, ditching, electrical power supply system failure, flight control system failure, tail rotor control system failure—and, just to be sure nothing has been omitted—loss of fan belt.

During the second phase, the HUP-1 or HRS-3 is used in a one-week ground course, following closely the same pattern used in the first phase. In the next three weeks of actual flying, the pilot learns something more about rough terrain work and maximum loading, plus cross-country navigation, instrument flying, and anti-submarine warfare.

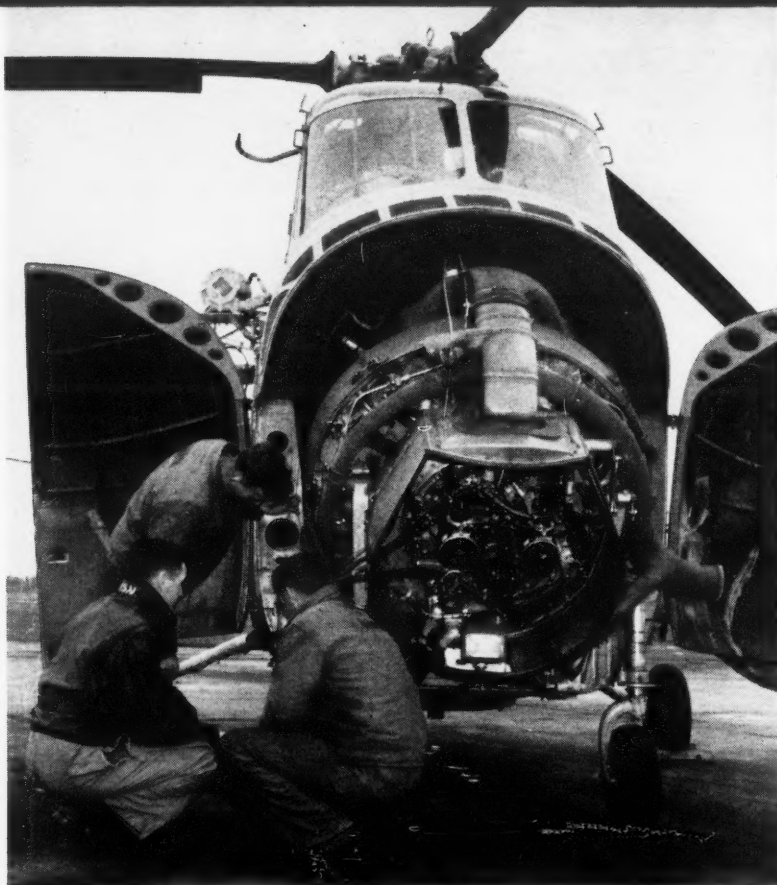
Then he is ready to continue his education in an operational squadron.

**TURN PAGE**

◀ Students are carefully briefed so they will know exactly what to do before taking the controls



## CHOPPER PREP (cont.)



Former tank drivers would feel right at home in the HRS or HUP helicopter. Old-timers claim the engines bear a startling resemblance

What are the prospects of you becoming a chopper pilot? If you are now a Marine aviator, you have no problem. Simply put in your chit and, of course, contingent upon the needs of the service, you've got it made. If you want to start from scratch, you face problems. Unless you have at least two years of college (or equivalent) you'd best forget about the whole thing. (It is theoretically possible to earn your commission through OCS, then put in for a transfer, but this is a pretty iffy deal.) Here's how the normal procedure works:

Aviation students (whether Marine or Navy) are of two types—NavCads or AOCs.

The NavCad program is designed for men who have two years of college but less than a college degree and who are at least 18 but less than 25 years of age at the time of submission of application. You must have your parents' consent if you are under 21. You must be a citizen of the United States; must be unmarried and remain so until commissioned; must have completed a minimum of two full academic years (60 semester hours or 90 quarter hours of unduplicated accredited college work; and must pass the required mental and physical tests).



A 'copter may appear to be ungainly and awkward to a fixed-wing pilot, but by the time a student is

graduated from Ellyson Field, he has learned how to place his machine precisely where he wants it

When you complete the entire flight training program, you are designated a naval aviator and receive your commission as second lieutenant, USMCR. Until that point, you are a cadet.

The AOC program is for men who have a baccalaureate degree from an accredited college or university, and who are at least 19 but under 26 years of age at the time of submission of application. You must have your parents' consent if you are under 21. You must be a citizen of the United States; you may be married; must have a degree; and must pass all required mental and physical tests.

While not an absolute requirement, most men who have been through the mill strongly advise that candidates have at least one course in college algebra and trigonometry before entering flight training.

Training before Ellyson is much the same for both NavCads and AOCs. The first four months are devoted to pre-flight training, which includes officer indoctrination and the study of such subjects as: Naval orientation, mathematics, physics, aviation science, principles of flight, aircraft engineering, foundations of national power, naval leadership, aerial navigation, physical fitness and survival, study skills, military training and engineering flight physiology. This adds up to 574 syllabus hours of instruction and an additional 146 hours of non-syllabus in-

**TURN PAGE**



The Bell serves as the student pilots' introduction to the delicate art of flying a helicopter. It's a small and relatively easy to handle craft



By the time a student has finished with his Bell, he has spent hours of practice performing precise

figure 8s and squares on the macadamized campus of Ellyson Field, the alma mater of chopper pilots



It's not necessarily a landing. He's just putting in some more time on the merry-go-round, one of the

more elementary maneuvers in which the student pilot travels precisely five feet above ground level



This is one of the maneuvers, a flight formation, toward which the students have been striving during their eight weeks at Ellyson Field

#### CHOPPER PREP (cont.)

struction (this includes administrative details, indoctrination and study) during pre-flight.

The end of pre-flight marks one of the differences between NavCads and AOCs. At this point, AOCs are commissioned as ensign, USNR, or second lieutenant. Marine Corps Reserve, and complete the remainder of their flight training as officers.

After completion of approximately 75 hours of flight instruction, you are assigned a class standing which is based on your flight and academic grades. You are then assigned to one of three specialized phases of basic training—helicopter, prop fixed wing, or jet. You are given your choice of duty as far as possible in the order of your class standing. No matter what your choice, you will be carrier-qualified as a part of your basic training.

During the remaining part of basic flight training, you will cover more thoroughly the subjects previously mentioned and, in addition, you will receive more than a nodding acquaintance with: Civil Air Regulations, aerology, jet engines, radio instruments, navigation, dead reckoning navigation, communications, CIC, special weapons, gunnery and leadership.

Don't let the term "Naval Aviation Cadet" fool you. If you enter the pro-



gram as a Marine, you remain a Marine. According to Lieutenant Colonel R. R. Riley, USMC, Ellyson Field training officer, approximately 50 per cent of the students who go through the Pensacola curriculum are Marines and, upon completion, return to operational duty with a Marine unit.

At present, three Marine Air Groups (Helicopter) have been commissioned and the Ellyson graduate may anticipate duty with any one of them.

Although the eggbeater is in the news every day, it is not, by any means, a Johnny-come-lately. The first was tried out at NAS Anacostia, D. C., in 1931, but helicopters did not come into general use until near the end of World War II. During the Korean hostilities they proved their real worth.

A brief rundown on the career of

Marine Helicopter Transport Squadron 161, the first transport helicopter unit to see combat action, gives a fair idea of the versatility of any chopper group.

The unit arrived in Korea in early August, 1951, and, less than a week later, was busy delivering supplies to a unit of the First Marine Division which had been ambushed in the middle of a mine field. A few days later, a company of Marines was flown into a front lines position to take an important hill.

From that time on, evacuation of wounded, movement of priority supplies, and transportation of troops, on and off the line, were daily occurrences until the end of the war.

One of the lesser-known jobs of the 'copter squadron was to transport the reconnaissance company of the First

Marine Division in behind-the-line raids on guerrilla forces during the Winter of 1951 and Spring of 1953.

During the Korean Conflict, the squadron evacuated more than 3000 casualties to hospital ships and field hospitals and, at one time, was supporting two entire regiments on the front lines, carrying priority supplies and ammunition to some 10,000 Marines.

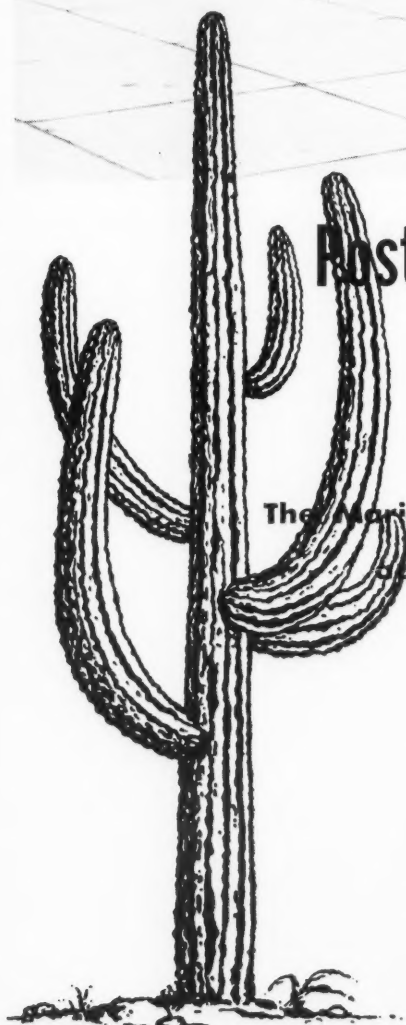
Other transportation jobs are somewhat more pleasant but not necessarily headline-catching. During the Korean hassle, when singer Monica Lewis visited Kwandae-ri, Marine pilots flipped a coin to see who would have the pleasure of flying her in. A Cessna pilot won the toss but Monica decided she'd rather fly helicopter. **END**

## **Marine Corps helicopter pilots cover a lot of ground during their intensive eight-week training course at Ellyson Field, Florida**



This is the real purpose for which Marine Corps pilots are trained—to put fighting men where they

can do the most good. From Ellyson Field, pilots are sent to operational units throughout the world



Post of the Corps

# Y U M A

The Marine Corps' newest Auxiliary Air Station was acquired from the Air Force in January, 1959

ASSgt R. Sousa, USMC, and Airman 3d Class R. Stanley, USAF, directed air traffic from Yuma's control tower





Official USAF Photo

by AMSgt Robert E. Johnson

Photos by

AGySgt Joseph J. Mulvihill

**A**N ALL-OUT WAR is being fought daily in the southwest corner of these United States with rockets, bombs and napalm. An enemy doesn't fire back, but Marine Corps and Navy pilots attack varied and realistic targets with all the ferocity of combat pilots going in for the kill. The place—Marine Corps Auxiliary Air Station, Yuma, Ariz., halfway between San Diego and Phoenix.

This MCAAS is the Corps' newest facility. It was commissioned at colorful ceremonies on January 10, 1959, when Marine colors traded place with Air Force colors, symbolizing the change in station command.

"As the first commanding officer of the Marine Corps Auxiliary Air Station, Yuma, it is my sincere pleasure to join with the Air Force in welcoming you to this ceremony," Colonel Leonard K. Davis said. He added, "Let me assure you that this station will continue to

Marine and Air Force personnel, led by the El Toro band, paraded before 3000 spectators during change of command ceremonies. A jet fly-over accented the event



PFC Ignacio Mondragon (L) and PFC Dale A. Long carried the colors to the flagpole in front of the headquarters building

play a vital role in the nation's defense, providing an excellent facility for Marine Corps and Naval units soon to be deployed here for training."

Col Davis assumed command from Colonel Benjamin H. King, USAF, commander of the 4750th Air Defense Wing (Weapons). An estimated 3000 Yumans, distinguished visitors including Arizona State and Mexican officials, ranking officers of the Marine Corps, Air Force and Navy, witnessed the joint Marine Corps-Air Force parade and aerial review.

Mrs. Clinton D. Vincent, widow of the famous general after whom the flying field portion (Vincent Field) of the new Marine Corps installation was named, was also present. Brigadier General Vincent became a general at

29. He was the second youngest general in the history of the United States Air Force and was considered one of the most experienced AF officers in air defense.

Marine officers present included Major General J. C. Munn, Director of Marine Aviation (representing the CMC); Major General S. S. Jack, Commanding General of Air FMF Pac; Major General Thomas G. Ennis, Commanding General, Third Marine Aircraft Wing; and Brigadier General R. D. Salmon, Commanding General, Marine Corps Air Bases, Western Area. Generals Jack, Ennis and Salmon make their headquarters at MCAS, El Toro.

The Marine Corps Band from El Toro led the parade in which green-clad

**TURN PAGE**



## YUMA (cont.)

Marines and blue-uniformed Airmen passed before Gen Salmon, reviewing officer. The fly-over and static displays included the Corps' F8U "Crusader," F4D "Skyray," A4D "Skyhawk," FJ4B "Fury," HUS1 and HR2S helicopters. The Air Force contributed their F-89 "Scorpion," B-57 "Canberra," T-33 "Trainer," and B-26 "Invader."

In a message directed to the newly arrived Marines, George E. Shackelford, Mayor of Yuma, said: "We welcome you to Yuma and want you to feel that this is your city."

The 4750th Air Defense Wing continued its training program at MCAAS until March 31, when it began its permanent move to MacDill AFB, Fla. This schedule move is expected to be completed by June 30, 1959.

During operational control by the Air Force, Vincent AFB conducted a weapons proficiency program for fighter-interceptor squadrons within the Air Defense Command. More than 30 all-weather interceptor units spent a month each year at Yuma.

During World War II, the installation housed one of the busiest flying schools of the U. S. Army Air Corps, but at the close of hostilities most of the facility faded into an abandoned wasteland. In 1951, it was reactivated as a base again. Air-to-air and air-

to-ground rocket ranges were established and in 1954-56 Vincent received universal recognition as the home of Air Force World-Wide competition. The ever-increasing speed of modern interceptor aircraft brought about a decision in 1958 to transfer all phases of the weapons proficiency program of the Air Defense Command to over-water ranges.

Marine Corps personnel moved as a complete unit from deactivated Mojave, where their mission was very close to that now being performed. "The heavy gear was brought into Yuma aboard vans, railroad cars and transports," AGySgt Thomas J. Flynn, S-4 Chief, said. Transfer from Mojave to Yuma began a new tour date for all personnel; family men were granted dislocation allowance.

The Marines took over operational control of the field on April 1, 1959. Since January, most of the Marines have snapped in with key Air Force departments. This included crash crews, the tower, GCA, etc.

The mission of MCAAS is to maintain and operate facilities and provide services and material to support and contribute to the readiness of Fleet Marine Force aviation units and other units of the operating forces of the Navy as designated by the Chief of Naval Operations. In short, to be used as an aerial weapons training center.

In carrying out the Marine Corps' program at Yuma, the primary con-

sideration is one of realism; flying and firing are done under simulated combat conditions. From the pilots in the air, to the Ground Control Approach (GCA) operators and ground crewmen, training follows the same procedure that would be utilized in the defense of "friendly real estate."

The MCAAS is located seven miles east of Yuma and until December 31, 1958, it was known as Vincent Air Force Base. The land was first acquired in 1928. Then, it was called Fly Field in honor of Colonel Benjamin F. Fly, who persuaded the Federal Government to lease the airport property to Yuma County. Yuma is the county seat and is a city of some 25,000.

For years, Yuma was a Spanish mission; then it became an American frontier fort. It has been a steamboat town and a mining town. It boasted of lawlessness as a border town and prided itself in that it was the home of the Alcatraz of the Southwest—the Territorial Prison. Finally, Yuma became a growing farm town, the last stage before reaching its present position.

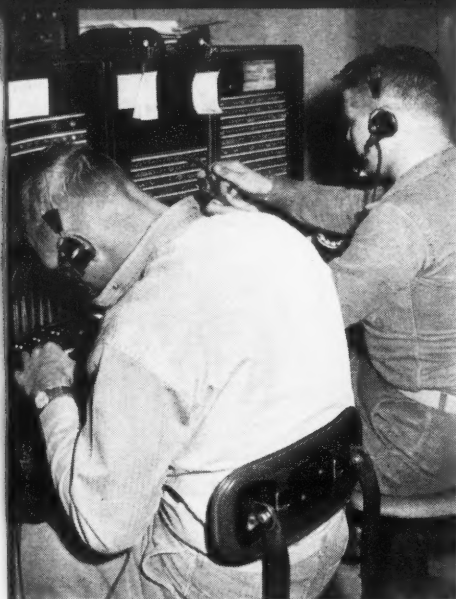
The effects of the younger days still linger. A little of the flavor of the steamboat still remains; mining is conducted in the Rocky Hills near the city; the Mexican border is only 27 miles away; the Territorial Prison is now a museum; and agriculture is the main source of income. For 40 years

Mechanics conducted a preventive maintenance check on a twin-engine SNB, removing fine grains of sand



LtCol H. Lantz, exec, Col L. Davis, CO, and Maj H. Jobe, S-3, studied a map of the air-to-air range





ACpl J. Pieske and ASgt M. Alexander handle 1200 calls a day through their switchboard

the Arizona Prison held many of the West's most notorious badmen and bad women. Even Pearl Hart, lady train robber and "two-gun girl," served out her sentence here.

The Summers are hot in Yuma; temperatures range from 102 to 115 degrees during June, July, August and September. The humidity, however, is the lowest in the country. Science has come to the aid of Yumans and they boast of being the air-conditioned capital of the nation. Air-conditioning units are found in homes, businesses, churches and theaters. More and more automobiles are sporting individual air-conditioning units.

"It's one of a few locations in the world where Marines depart an air-conditioned home, travel to work in an air-conditioned car and sit down to a desk in a cool, air-conditioned office," AGySgt Rudolph P. Westbrook, guard chief, said.

Rain is not plentiful in Yuma. The wettest year on record was 1905 with 11.14 inches of rainfall; the driest year was 1953 with .31 inches. There are places in the world where more rain has fallen in a single year than has fallen in Yuma during the past 80 years. Planned irrigation, however, has created an oasis in the desert with fertile ground for year-round diversified farming, citrus growing and cattle raising.

During *Leatherneck's* visit to Yuma, many Marines tapped us on the shoulder and said: "When you write your article, be sure to stress our need to wear short-sleeved shirts here during Summer months." Sweltering

in 90-plus Winter heat, we agreed we would try to convince our editorial staff in D. C. not to blue-pencil this plea.

MCAAS is divided into 10 departments; Headquarters and Headquarters Squadron, S-1, 2, 3, 4, Special Services, Security, Exchange, Communication-Electronics and Disbursing. Personnel number 34 officers and 324 enlisted men. One-third of the Marine officers have a dual flying status; two-thirds are former enlisted men.

Col Davis, the station's first Marine commander, is a WWII ace. He was credited with shooting down six Japanese aircraft during the Guadalcanal operation. He wears the Navy Cross, Distinguished Flying Cross, Air Medal with three stars, Purple Heart and various other service and campaign medals.

His exec, Lieutenant Colonel Harold L. Lantz, is also a flyer. He flew "sortie" actions in both WWII and the Korean conflict. The adjutant is Captain Burt C. Simms, the only non-flyer on the staff. Majors Harrel K. Jobe and Robert V. Reese occupy the S-3 and S-4 slots.

Headquarters and Headquarters Squadron is commanded by Major Lynn F. Williams. Captain Hasil S. Thomas is exec. 1stSgt Garth S. Goforth, the station sergeant major, is one of four E-8's on board. The others are 1stSgt Floyd A. Hogue, squadron sergeant major; 1stSgt Clyde B. Casebeer, an enlisted pilot; and AMSgt James E. Davis, A/C maintenance chief. AMSgt John D. Dunlap, photo chief,

is the station's other NAP. Most of his working hours are spent in the air, jockeying cargo and passengers.

Assisting 1stSgt Hogue is AMSgt Obie J. Parker, Headquarters Squadron administrative chief. His six-man section handles classification, procurement, assignments and reassignments, records, reports, separations, pay, etc. He's a good example of his own philosophy that all Marines must be thoroughly trained, having completed 12 MCI courses, all directly associated with his present assignment.

"Moving from Mojave to Yuma," LtCol Lantz said, "we gained an air-to-air range. Previously, we had to use the China Lake facilities, not on a regularly scheduled basis. Here, we have both air and ground space."

This barren land in the Arizona desert is one of the major training facilities of the Armed Services and one of the finest bombing and gunnery areas in the U. S. The location is ideal, for no noise abatement is necessary.

The range area is roughly 2250 square miles, about double the size of Rhode Island. Tow targets can be pulled over the 90-mile run without requiring turns. An instrumented special weapons range is being built; also an air-to-ground range. From close-in umpire positions, hits and dive angles will aid in grading pilots.

MCAAS, Yuma, has both air-to-air and air-to-ground range facilities. It is larger and more satisfactory for Marine Corps air employment than Mojave. By joint agreement, the Navy

**TURN PAGE**



ASSgt Rex L. "Casey" Hinman, the station transportation agent and household effects NCO, used a diesel engine to jockey freight cars

and Marine Corps will share ranges on an equal basis. Conventional bull's-eye, strafing and other targets will be available for joint use. The nearby Air Force range has air-to-ground targets including trains, railroad tracks, tanks, fortified positions, etc. At El Centro, a recently decommissioned Naval Air Station, other air-to-ground and air-to-air ranges are available for joint Marine Corps, Navy and Air Force use.

MCAAS is on a five-day week work schedule. Because of the station's mission, tropical hours are not anticipated throughout the hot Summer months. The workday begins at 0800 and ends at 1630. Department musters are made at 0745 each morning. Several sections—security, GCA, the tower, ordnance, etc.—work round the clock on a port and starboard basis.

"Our barracks, alone, should cause many to ask for assignment to Yuma." Pvt John J. Hart, a security department sentry, said. Everyone is housed in two-or three-man rooms. Many of the Staff NCOs are billeted in small apartment-like quarters. All buildings are air-conditioned.

Because the major portions of the base are centrally located, everything is within a short walking distance from the barracks. In the galley, progressive cooking is a standard procedure. All food goes directly from the grill to the "chow hound."

Thursday is drill day. All hands attend military subjects classes, grunt and groan throughout the physical fitness program and bark or carry out commands during eight-man drill sessions. Annual M-1 firing is accomplished at the Camp Matthews Rifle Range near San Diego. Only a pistol range is available on station.

The Yuma Marines have their own pistol team. They have won 77 medals and 11 trophies since they organized last September at Mojave. The team members are Captain James D. Petty, assistant S-3 officer; First Lieutenants Burton D. Comstock, Special Services officer; John R. McKeag, communications officer; AGySgt Edgel L. Patrick, aerology; and ASSgt Chester E. Winkelman, communications.

Heading the guard are First Lieutenant Hugh B. Vergara and AGySgt Westbrook. AGySgt James R. Twineham is station investigator. His work takes him on and off base, occasionally acting as liaison official into Mexico.

During *Leatherneck's* visit, the guard, including the evening shore patrol in Yuma, was shared equally with AF police. Motor patrols along

## Barracks and offices are air-conditioned to withstand the 115-degree Summer heat



The GCA crew gathered near the Outside Observation Post, a wheels watch, to discuss radar approaches of "blind" aircraft



ASgts Jack W. Guinn and Robert L. Cobb of the Yuma shore patrol coordinated their evening itinerary with patrolman Robert W. Philips



the flight line, the base patrol. Main and North gates were also a combined Marine-Air Force effort. Since, the Marines have taken over full control.

"The shore patrol covers Winterhaven, Calif., to the west, the U. S.-Mexican border leading into San Luis to the south and the City of Yuma," AGySgt Westbrook said. "All are hand-picked individuals, sergeants and above. They work on a port and starboard schedule from 1900 to 0400."

Like security, the control tower reverted to full Marine control on April 1. It handles all incoming and outgoing traffic from a 93-foot tower just off the main runway. In addition to the military responsibility, this 23-enlisted man department, headed by ASSgt Richard Sousa, coordinates the Yuma County Airport and civilian airline traffic, along with military aircraft over three landing strips. "Civilian control alone numbers about 100 operations each day," Sousa indicated.

GCA is a radar instrument approach device using a "talkdown" technique. In bad weather, this equipment takes the place of eyes and enables the operator to guide the aircraft through an overcast and to put it in position to execute a safe landing. It is used at MCAAS, Yuma, as a safety aid and training device for Marine and Navy pilots practicing GCA let-downs during annual weapons proficiency maneuver periods.

Captain Harry R. Elliott is in charge of GCA, a section which numbers three

officers and 25 enlisted men. AMSgt Howard L. "Pappy" Young is NCOIC. All are proud of their slogan sign, "Have Radar, Will Assist." Personnel attached to this Marine Air Traffic Control Unit (MATCU-65) are administratively attached to MCAAS from MAG-33 and MABS-33, El Toro.

Ordnance is headed by CWO John L. "Screaming John" Hollawell. His ordnance chief is AMSgt George E. Knighton. A crew of 14 stores and issues ordnance to visiting Marine and Navy squadrons. Their needs might include 20-mm. ammunition, rockets or bombs.

This Fall, the All-Navy Gunnery Meet will be held at MCAAS, Yuma. It will include all types of rocketry and gunnery competition between Marine and Navy aerial teams. Commented AMSgt William L. Bangs, S-3 chief, "This station is the coming place for all games. We have a larger range facility than ever before and the close-in proximity of the ranges makes this base an ideal site for aerial gunnery meets." He also emphasized the good flying weather. "There are 364.5 days a year when aircraft can be sent aloft," he said. "In comparison with Mojave, here we have less wind, rain and a total absence of snow."

Navy squadrons began reporting aboard last month for training. No Marine squadrons are expected as permanently based units for the time being. However, the Marine Corps began using the Yuma gunnery ranges

in April for the first time. It was anticipated that Marine squadrons would deploy in force on a regular training rotation basis in July. "Then," LtCol Lantz said, "we will consider Yuma as a Fleet Air Gunnery home port."

The serving department for command operational and administrative traffic is handled by the communication-electronics section staffed by two officers and 32 enlisted men. Responsibilities are the internal telephone and voice radio connection to the security department, industrial relations, fire department, crash crew, and others. The two systems back each other. The main switchboard alone handles in excess of 1200 calls each day. A "lease line" connects Yuma with El Toro.

AMSgt John E. Godwin, comm chief, pointed out the new automatic teletype (82-B-1) among the awe-inspiring maze of other voice, key and wire equipment.

In May, this rapid message system (page copy or tape) will go into full operation. "The speed in transmission far surpasses other teletype machinery," Captain James E. Stone, Station Comm-Elect Officer, said. "It's the newest teletype in the Corps."

A ham station is also in operation at MCAAS. The licensed operators are Capt Stone, AMSgt Robert L. Johnson (GCA) and ASgt Edward L. Savage (Electronics). "Our location is ideal," Capt Stone indicated. "Reception is always good and, when necessary, can"

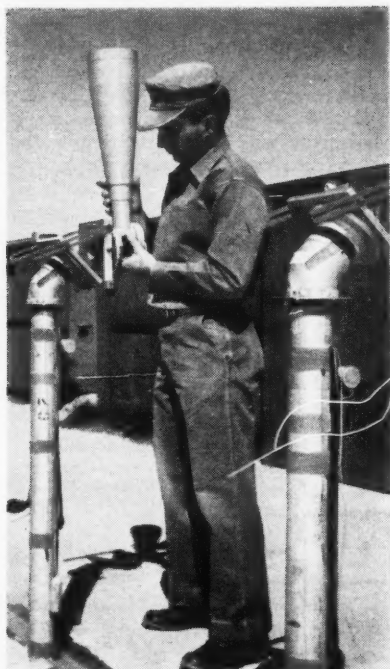
**TURN PAGE**



ACpls James A. Mathews and Edward Martinez sent messages over a high-speed automatic teletype



ASgts D. W. Chesser (reading) and R. B. Adkins shared a room in Yuma's air-conditioned barracks



PFC Joe A. Piscitelli mounted Moonwatch observer telescopes



AGySgt Reginald Garavito offered angling advice to his son Michael; the Colorado River and All American Canal provide bass and catfish

act as a relay "helping hand" in transmission problems directed coast-to-coast by other Marine ham operators. "We also use our equipment to assist the local Moonwatch program in tracking satellites," he said.

Moonwatch is an on-station, off-duty club headed by Capt Petty. It's

a voluntary organization which works under the direction of the Smithsonian Astrophysical Observatory, Harvard Observatory in Cambridge, Mass. He's assisted by AGySgt Edgel L. Patrick, of aerology. Club members number about 50; Marines are in the minority among dependents and Yumans. They



Two former rodeo riders, Pts Lucky Hayden and Charles Salabiye claim it takes as much

skill to bring a bronc in for a smooth landing as it does for one of Yuma's "Crusader" jets



ASgt Jan Polly, ACpl E. Busbee and PFC Everett "K" Nicks visited an old prison site

meet several times a month.

Moonwatch is a visual procedure to make sure that an observable satellite will not pass over a station without being observed with acceptable accuracy. A battery of telescopes sights on the expected path of the satellite. When seen, the time is recorded, length of sighting, magnitude and color. This information is forwarded to Cambridge where it is combined with other sightings from more than 300 similar Moonwatch stations located throughout the U. S., Europe, South America, Africa, Asia, the Pacific Islands and Australia. A coordination of all the reports of sightings provides data on path of flight, approximate speed and altitude.

The Marine Aerology Section, headed by AGySgt Patrick, took over control from the Air Force on April 1. They make their own forecasts, brief pilots and make upper air observations when needed. The four observers are ASgts Philip E. Brownile, Jesse Beltran, ACpl Robert N. Thompson and Pfc Joe A. Piscitelli.

There is no commissary on station, however, the Marine Exchange skipper-

ed by Captain Roy A. Seaver and AGySgt Neil D. Baker, stocks a limited amount of staples including canned goods, milk, butter, cold cuts and bakery goods, in addition to normal Exchange items. A commissary is located at the U. S. Army Test Center, 27 miles north of Yuma. Many of the Marine families share rides once a month to fill cupboards and refrigerators.

There is no family housing on station at this time. Local housing is adequate, with rents ranging from \$75 to \$100 for unfurnished homes, and \$85 to \$110, furnished. These figures do not include utilities, which are considered high by any comparison. Rentals with air-conditioning units will cost approximately \$25 more. One hundred Capehart Housing units are in the planning stage for MCAAS, Yuma, but it will be some time before the actual groundbreaking.

There are no schools on station. Nine grammar, one parochial and a high school are located in the City of Yuma. Night college courses are available in Yuma through Arizona State College

at Tempe and Arizona University.

Regardless of higher temperatures and a slight increase in cost of living, many of the men and their dependents indicated that duty at Yuma is the best they have ever experienced.

Unlike some new stations where individuals must adjust to limited facilities, the Marines at Yuma found an abundance of office, hangar, club and recreation programs following the departure of the Air Force. "Our only problem is to find enough Marines to staff the many and varied off-duty programs," AGySgt Clarence T. Dennis, Special Services chief, said. These facilities include two swimming pools, three tennis courts equipped with lights for night play, an archery range, a fully stocked gym and library, a theater which can seat 372, hobby shops, an automatic automobile wash rack, a softball field, and others.

Check-out recreation gear includes hunting rifles, shotguns, camping supplies, fishing gear and the normal athletic gear. Each barracks is equipped with a TV, a reading room, pool tables and ping- (continued on page 88)





# THUNDER

The lightning flared again and the brilliant flash disclosed ominous black clouds accompanied by a storm which could damage an aircraft structurally—or even tear it apart



by Richard L. Robinson

**T**HE WEATHER was unfavorable—the briefing officer stressed that point. Typhoon "Cynthia," last reported raging through the Carolines, was moving north, but its present position was uncertain. The weather plane, sent out to track Cynthia, was returning to Guam on three engines; a second plane to take over the mission still hadn't taken off.

AMSGt Schroeder pondered the dog-leg course the navigator had plotted around the route Cynthia should be following, according to the last available reports. The general, silent but attentive, stood at his elbow as a disconcerting element.

On a routine flight Schroeder would have unhesitatingly laid over at Agana until Cynthia had blown herself out, or at least until her position had been fixed so they could fly around her with some degree of certainty. But the general was on his way to Washington under orders so urgent he had elected to ride a troop-carrying cargo plane rather than wait for a plush VIP special.

Headwinds between Tokyo and Midway had already forced all traffic to take the longer southern route and the general fretted impatiently. The general had been a pilot himself; he wouldn't override the plane commander's decision.

The navigator spun his dividers across the course line. "We have enough gas to go even farther north if we have to."

The operations officer announced, "And Wake has been closed for three days now—nothing but emergency landings. MATS is canceling until we receive more definite information."

The radioman grinned at the crew chief, "Steak and beer at the club tonight," he whispered behind his cupped hand.

Schroeder straightened up. "It might be bumpy in spots but I think we can get around most of it, Sir."

The general eyed the weather chart,  
**TURN PAGE**

## TYPHOON (cont.)

considered the urgency of his orders. He stuffed the dispatch into his brief case, snapped the latch with finality and stated, "We'll take off as soon as your plane is refueled, Sergeant."

R5D number 733 rested on the ramp halfway between operations and the engineering line. A pair of gasoline trucks, parked just forward of the propellers, pumped fuel aboard with a laborious whine; the crew chief on one wing and his second mech on the other held the hoses and listened to the sloshing of the gasoline inside the tanks.

The passengers, all except the general, milled about at the edge of the parking area. The radiomen sat in the main cabin, watching the line crew load box lunches and thermos jugs of coffee and water.

The navigator was already at his table, drawing a course line on a new chart and debating with himself the reliability of the winds given on the weather forecast. The second navigator, recently out of navigation school and getting his check ride on this run, had worked the leg from Tokyo to Guam and was looking forward to an eight-hour sleep.

Shouts from the crew chief and mech stopped the flow of gasoline; the pickup truck at the cabin door was already pulling away and the line crew pushed a loading ramp into place. The pilots filed aboard, followed by the passengers; a jeep pulled in under the nose and was plugged in to supply power for starting the engines.

The starboard engines were already turning over as a jeep carrying the general swung up to the ramp; the general aboard, the line crew pulled the loading ramp away, and the port engines started. The jeep pulled away from the nose, the warning lights of the cabin door blinked off to show it was locked, and the crew chief came forward. "Pins, chocks and tail bar aboard," he called, slamming the gas compartment door behind him.

As the plane rolled along the taxi strip toward the end of the field, the pilots started through the check list; with the plane lined up in take-off position, the engines were run up individually, the check list completed and the second pilot radioed a request for take-off clearance.

"Clear to roll," came back the tower. Although it was still only 1630, local time, when #733 rolled down the runway, dusk was drawing near; oppressive, leaden clouds transmitted little light and a few stray raindrops pecked at the windshield as the wheels pulled away from the strip and sought

shelter in their nacelles. The heavily laden plane veered left past a low hill, then began a right turn across the island. The navigator marked his compass heading on a scrap of paper and stuck it on the instrument panel where the pilots could see it. Schroeder nodded, swung the nose until the compass indicated 085°, and the navigator watched the island slide away from under the nose, leaving only dull, gray water pocked with whitecaps.

At 1200 feet the big ship lurched into dirty scud clouds which swirled crazily aft in the slipstream of the four slashing propellers. At 1800 feet the whole plane was engulfed in the soft, ghastly haze of a solid cloud layer. Mist coated the windshield, obscuring vision where there was no vision; only a gray wall rushing forward as if to destroy the invader who challenged this domain of silence—charging furiously, only to part and give way at the instant of contact.

Inside the transport, its occupants were engaged in their varied activities. Schroeder and the copilot on his right watched their instruments warily, only half aware of the whine of the radio beam in their earphones. Directly behind the copilot, the navigator glared moodily at his chart; the flight could be bad if the cloud layers above didn't break enough to let him sight some stars with his sextant.

Aft of the flight deck in the crew compartment, the crew chief penciled

in his yellow sheet, the third pilot pulled off his shoes and slid into the lower bunk, and a snore from the upper bunk announced that the relief radioman was already asleep.

Behind the closed door of the crew compartment the second navigator, on his perch over the big gas tank, kicked off his shoes and spread a pair of blankets over him—the unheated fuel compartment would be cold at 10,000 feet.

Behind the next closed door lay the main cabin; in a private compartment created by hanging curtains to establish seclusion, the general gazed idly into the suffocating blanket of clouds. Outside the curtains, two rows of infantrymen eyed each other across the mountain of baggage, lashed down in the passageway.

Several had already dozed off. One small group had started a poker game and one or two had buried their noses in well-thumbed magazines.

At 7000 feet #733 shook herself clear of the confining clouds and bathed in a layer of clean air. The navigator peered out of the cockpit disgustedly—"Solid overcast and solid undercast!"

Leveling off at 10,000 feet, Schroeder switched on the automatic pilot and stepped out of his seat. The copilot slid over to the left-hand side. Schroeder looked over the navigator's shoulder at his charts. "How's the Loran between here and Kwaj?"





The navigator indicated the radio position lines on the Loran chart. "Should have good course lines all the way across, but nothing in the way of ground speed. After dark we'll pick up the Iwo station, but the readings are usually pretty wild at this distance—can't depend on them."

"If you get hard up we can try climbing over this next layer but the forecast shows more stuff even higher. If you get worried, let me know."

Soon darkness closed in on the plane. Ordinarily night is a child of the earth, blanketing the surface, and then, like a balloon freed from its moorings, climbing up to engulf the airborne and then continuing its vertical ascent on into the stratosphere. But, between the layers of clouds, night crept in from all directions; it seeped from below like ink bubbling from a spring; it drifted from above like a gentle black snow, and it came rolling in from all sides as a ground swell in a stygian sea.

The second mech moved forward with a pot of coffee. "Some of the passengers are hungry. Should we start feeding them?"

"Hell, no! They just ate at Guam and we're going to hit some rough weather before long. Let 'em have some coffee, but nothing else."

"Lightning ahead!" the copilot reported. He slid back to the starboard seat and Schroeder stepped into the left side and buckled his safety belt. The navigator unrolled the curtain to block off light from the cockpit and stood between the pilots, looking ahead into the darkness.

The lightning flared again and the brilliant flash disclosed ominous black clouds—no soft, shapeless horizontal layers, but vertical "cu-nims" in which air currents fight a constant civil war of up drafts and down drafts, accompanied by rain and hail and stress and strain that might damage a plane structurally or even tear it apart.

"Track us awhile and we'll try to pick the easiest way through this," Schroeder told the navigator. The navigator secured his loose gear and braced himself on his stool, pencil in hand, with one eye on the compass and the other on the clock.

Heading 070°, time 0846—the navigator worked exclusively in Greenwich Time.

Heading 062°, time 0848. Suddenly the big plane was lifted as though by a gigantic hand. Lightning ripped about.

Heading 090°, time 0851. As the plane dropped, the navigator caught his all-important chronometer with one hand and the nearest stanchion with the other. The radioman floated above his seat, anchored in mid-air by his

knees hooked under the transmitter table.

Heading 105°, time 0857. Number 733 rocked and rolled. Her tons of metal screamed through the howling storm at 160 knots and were buffeted about as a leaf in a breeze. The second navigator, his tan bleached to a sickly pallor, leaned through the hatch to help the navigator watch the compass and chronometer.

The general moved forward to stand between the pilots and watch the battle in progress. "I think you're making Christians out of 32 infantrymen," he informed the pilot.

The second mech entered the already crowded flight compartment, clutching a box of sardine sandwiches which he offered cheerfully. The copilot and navigator were the only takers.

Heading 085°, time 0910. "Might as well stay on heading as much as possible. I think we've just been picking out the rough spots," the pilot explained to the general. The plane rode more easily for a time. The third pilot, rubbing his eyes sleepily, moved up to the cockpit to relieve the copilot.

And then the storm struck again with renewed fury; all hands hung on to whatever support offered itself. Number 733 trembled under the blasts which struck as though the four winds must have gathered from the far corners of the earth to converge upon this solitary aircraft which dared Cynthia's wrath. Carefully the navigator climbed atop his stool to gaze out the astro-dome; he gasped in amazement as he saw the Skymaster sheathed in blue flame, an unearthly glow that transformed the plane into an apparition. Then the ship pitched violently, the navigator's stool bucked out from under him and he dangled a moment by his fingertips from the rim of the dome housing before dropping to the deck.

"Where are we?" the general asked, his attention drawn by the navigator's acrobatics.

"Due north of Truk, Sir, and I'm sure glad I'm not down there on a night like this!"

The second navigator eyed the crew chief. "How much more of this will the wings take?"

The crew chief grinned. "They came off about fifteen minutes ago."

Finally the storm was behind and #733 rode smoothly in calm air. The general took the third pilot's seat and the copilot returned to take over the left-hand seat. Schroeder showed signs of the battle; sweat trickled over his face, his shirt was dripping wet. He laid a hand on the navigator's shoulder, "Have any idea where we are?"

The navigator marked a tiny dot on the chart. "I've got our dead reckoning position plotted—we shouldn't be

more than seventy-five miles off it."

The pilot moved toward the crew compartment, stuck his head back through the hatch and muttered, "You'd better get us located closer than that. If we have to put this crate down in the drink with the Old Man aboard we'd both better just go down with it!"

The navigator switched on the Loran set, matched a pair of green blips and plotted a curved line of position; he switched to another pair of stations but got only one set of signals; he tried a third pair but the signal was so confused in interference he couldn't match a pair. The second navigator watched nervously as he switched to another channel without success.

"Get anything?"

"Got us a pretty good course line."

"And how do we find out where we are on it?"

"Got to find something to cross it. Can you see anything overhead yet?"

The second navigator hoisted himself to the astro-dome and gazed about. "There's a star—its gone! There's another one—you can just catch one now and then through a break."

The navigator dove under his table, opened the square plastic case and came up with his sextant. "Check the time for me," he ordered, climbing up to the astro-dome. He sought a star, found one but lost it again before he could line it up with the bubble in the sextant. Another tiny break . . . the star again . . . line it up carefully by the bubble . . . "Mark!"

"Ten-thirty-three-twenty-seven," droned the second navigator.

With air almanac and tables of computed azimuths and altitudes the navigator turned to work. "What star did you shoot?" asked the second navigator. "Sirius."

"How do you know?"

"Orion is the only constellation in that part of the sky and Sirius is the only big blue-white star in it—couldn't be anything else! Add two, minus three dome correction . . ."

The general poked his head through the curtains. "How close do we come to Eniwetok?"

"We'll be a little over 100 miles south of it, Sir. We aren't allowed to fly any nearer."

The navigator penciled in a line of position. He plotted a wind vector on his E6B computer, measured a distance with the dividers, drew another line parallel to the first but crossing the Loran line of position. After more computations he penciled in a tiny dot and called to the copilot, "Heading, zero-nine-five degrees."

"Where are we?" asked the copilot.

"Should be over Ujelang in about 54 minutes." (continued on page 79)

# GROSSE ILE RESERVISTS

by AMSgt Paul C. Curtis

Photos by

AGySgt E. L. Jarrard



**Coordinated efforts of the Grosse Ile Marine Reservists have shown that it is possible for air power to be built, maintained and improved on a monthly, 48-hour program**

**T**WICE EACH month—on the first and third weekends—several hundred Marine Air Reservists converge upon the U. S. Naval Air Station, Grosse Ile, Mich. Pilots, aviation ground officers, electronic technicians, ordnance men, aircraft mechanics, and a number of other aviation specialists pour into the Navy's one-time seaplane base to prove that effective Reserve air power can be built, maintained and improved on a 48-hour, once-a-month training schedule. In the event of a National Emer-

gency and full mobilization, the rapid expansion and efficient operation of the Marine Corps' three aircraft wings will depend upon how well these weekend warriors prove that contention.

The U. S. Naval Air Station, Grosse Ile, Mich., was established in 1927, when the State of Michigan leased the extreme southern tip of a Detroit River island and turned it over to the Navy for use as a seaplane base. The Island of Grosse Ile (pronounced "grows eel") is rather small. It measures approximately one and a half miles wide by 12

miles long and it lies about a mile from the west shore of the Detroit River where that important waterway empties into Lake Erie.

The Michigan Naval Air Station was strictly a Navy concern until shortly after World War II. The Marines moved into Grosse Ile in 1946 when the Corps organized its Air Reserve Training Program. A Marine Air Detachment was activated at the station on April 15th, with Lieutenant Colonel Roy L. Kline, a Regular Marine officer, assigned as the first commanding officer.

During the early days of the Corps' Air Reserve Program, the training detachment's full-time billets were filled by Reservists—on extended active duty. Since the Korean conflict, Regular Marines have been assigned to the full-time enlisted billets and Reserve officers on contract agreements fill the officer billets, with the exception of the commanding officer's position.

Lieutenant Colonel Thomas B. Wood, a veteran aviator with nearly two decades of flying experience, is the present CO of Grosse Ile's Marine Air Reserve Training Detachment. LtCol Wood, with a staff of four officers and a complement of 50 enlisted men, plans and supervises the training of more than 600 combat veterans and neophyte airmen who live and work in the tri-state area of Michigan, Indiana and Ohio. It's a big job and an important one. Although wonder weapons and ultra modern delivery systems for mass destruction ordnance are developed almost daily, it has not yet been proved that the gravel-crunching Marine rifleman is obsolete and that air supply, conventional air defense and close air support for advancing troops are no longer needed.

When LtCol Wood assumed command of Grosse Ile's Marine Air Reserve Training Detachment, in October, 1957, there was one Marine Fighter Squadron, a Marine Air Control Squadron, and a newly organized Marine Air Reserve Group training at the Michigan base. Shortly after LtCol Wood arrived, another fighter squadron was relocated at Grosse Ile from Akron, Ohio, and in September, 1958, a helicopter squadron was commissioned at the installation. By the time this article appears in *Leatherneck*, another helicopter squadron (moving to Grosse Ile from the recently closed Naval Air Station, Columbus, Ohio) will be on hand. The Marine Air Reserve units have doubled and the total number of Reservists training at Grosse Ile has more than doubled since LtCol Wood reported aboard. The two fighter squadrons have also been redesignated as Marine Attack Squadrons since the colonel's arrival.

Marine Air Reserve Group-13 is the senior echelon of Grosse Ile's six Marine Air Reserve units. It was organized in May, 1957, with Colonel William H. Klenke, Jr., the unit's present commanding officer, heading up the newly activated group. Col Klenke, an executive with the Chrysler Corporation in Detroit, was the commanding officer of VTU(G)-9, but he readily accepted the responsibility of forming and shaping up the staff-level MARG.

The mission of the Marine Air Reserve Groups (there are 17 in the Ma-



Marine Reservists of VMA-222 moved planes onto the ready line during training weekend at Grosse Ile, Mich.



Photo by AMSgt Earl Wilson

PFC Joe H. Lindsey gave instructions to Pvt William Oliver, VMA-231, on the proper method of bomb loading

rine Air Reserve Program) is to teach staff duties to outstanding Reserve officers in time of peace so that in the event of an emergency, they will be capable of immediately stepping into staff positions at Air Group or Air Wing level. Col Klenke believes that the best method of achieving this mission is to have the members of his command physically work in the general problem areas peculiar to the Marine Corps Air Reserve Program and/or the acute problems of the other Reserve units training at Grosse Ile. The unit's

current project is to determine the underlying causes of Reserve absenteeism and to come up with a workable solution.

"There is a definite need for these MARGs," Col Klenke said. "Many of the Reserve squadron pilots are veterans of World War II and Korea. They have a wealth of experience and a solid Marine Corps background but they have been promoted to field grade rank and can no longer serve as squadron pilots. The Marine Air Reserve Groups provide an organization within which

**TURN PAGE**



## GROSSE ILE (cont.)

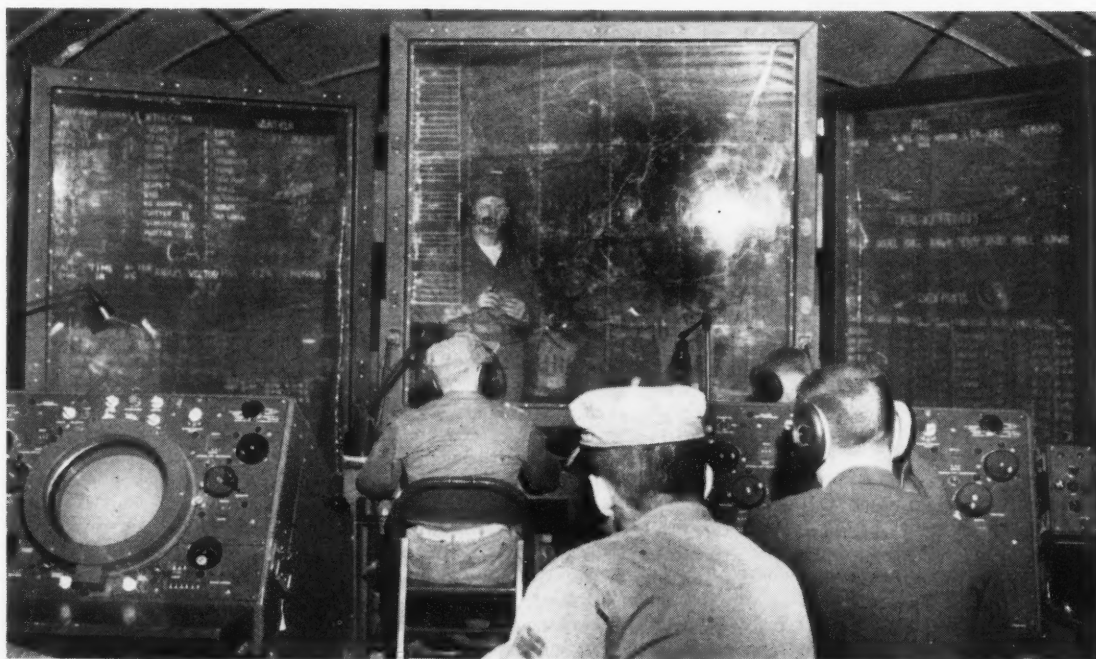
the experience, training, and accumulated skills of the more outstanding officers can be retained by the Marine Corps and effectively put to work."

Col Klenke's own background and experience are a case in point. He enlisted in 1929 and received flight training as a private at Pensacola in 1931. He has been associated with Marine Corps aviation ever since. He was discharged as a staff sergeant in 1934 and was immediately commissioned as a Reserve pilot with a squadron operating from Floyd Bennett Field, N. Y. He came back on active duty in 1942 and served in a staff or command capacity throughout World War II. MARG-13 offers an opportunity for Col Klenke to make good use of his 30 years Marine Corps experience.

With some variations, the same story is true for Lieutenant Colonel Charles J. Rydzewski, MARG-13's executive officer; Lieutenant Colonel Robert R. Baumgartner, a former CO of Grosse Ile's Marine Air Control Squadron; and the seven majors who help to fill the MARG's all-officer T/O. All have wide and varied backgrounds; all have a wealth of Marine Corps aviation experience, and they all have an enthusiastic interest in keeping active with the Air Reserve Program.



Members of Marine Air Control Squadron 19 inspected the operational movements of an MPS-4 Height Finder



MACS-19 used the latest electronic spotting, tracking and plotting devices to locate planes

and to direct interception by Marine fighters. Combat air operations center guided all activity

The two fixed-wing squadrons, which operate from the Grosse Ile runways, are Marine Attack Squadrons, flying AD-5 Douglas "Sky-Raiders." VMA-222 trains on the first drill weekend of each month and VMA-231 reports aboard on the third drill weekend. Both squadrons were formerly fighter squadrons but were designated attack squadrons last May.

Until its recent redesignation as an attack squadron, VMA-222 had always been a fighter unit. It was commissioned at Midway Island on March 1, 1942, and "island-hopped" the Pacific Theater throughout World War II. The Three Deuces operated from Midway Island and Ewa, Hawaii, in 1942 and most of 1943, relieving VMF-215 on Guadalcanal in September of '43. The squadron participated in the first fighter sweep over Rabaul, in December, 1943, and later operated in the Bougainville area. It helped to liberate the Philippine Islands in early 1945, and moved to Okinawa soon after the First and Sixth Marine Divisions had wrested that advanced base from the Japanese. When the war ended, VMF-222 had



ASgt John F. Lossos, MACS-19, climbed atop the MPS-11, Long Range Search radar, to change a red warning beacon

### **Four officers and 50 Regular enlisted men plan and supervise the training of 600 Reservists**



Electronics classes were held for members of MACS-19, VMA-222 and VMA-231. The Reservists built and serviced electrical systems

chalked up a total of 53 enemy planes destroyed during combat operations.

The squadron, as a Reserve unit, was assigned to the Marine Air Detachment, Grosse Ile, in May, 1951, to replace VMF-251, which had been mobilized the previous March.

Marine Attack Squadron-231 has a longer and more complex history. The squadron was commissioned before World War II as VMS-2, a scout squadron operating out of Ewa, Hawaii. In a series of redesignations, the unit operated during the Second World War as a scout-bomber, fighter-bomber and torpedo-bomber squadron. As VMSB-231, the unit was one of the first Marine aviation outfits to operate from Henderson Field on Guadalcanal. The squadron arrived at the 'Canal in August, 1942, two weeks after the Marines had made their initial amphibious landing of World War II.

The squadron operated in the Marshall Islands as a scout-bomber unit in 1944, and, later, as a fighter-bomber squadron when the outfit was equipped with "Corsair" fighter craft. Shortly after the war ended, it was returned to the United States for carrier duty and redesignated as VMTB-231, a torpedo-bomber squadron.

The squadron was decommissioned in March, 1946, but was reborn as a fighter squadron and assigned to the Naval Air Station, Akron, Ohio, in June, 1948. The squadron remained at Akron throughout the Korean conflict although nearly all of its pilots and ground crewman were mobilized for

**TURN PAGE**

## GROSSE ILE (cont.)

duty with other Marine aviation units. When NAS, Akron, closed in November, 1957, the flag of VMF-231 was transferred to Grosse Ile. Only two ground officers and a handful of enlisted men came along. VMF-222, which was then operating with nearly a full T/O, was split down the middle in order to adequately staff both squadrons.

During a full year's training syllabus, the pilots of Grosse Ile's two fixed-wing squadrons are required to put in 80 hours of first pilot flight time and 60 hours of ground training. The two squadron commanders, Major Charles Whitacre, Jr., of VMA-231, and Major Harvey D. Cook, of VMA-222, strive to accomplish at least 60 per cent of the flight syllabus during annual Summer maneuvers. Both squadrons can expect to lose two or three drill weekends a year at Grosse Ile, because of bad weather.

The primary mission of Marine attack squadrons is close air support and the VMA pilots concentrate on precision flying, gunnery, rocket firing and low-level bombing. There are no gridded impact areas near the Michigan installation but the squadron personnel have prepared grid charts of a few remote areas which they use to carry out full-scale close air support missions. The attack squadrons also use a 20-foot square pylon, anchored in Lake Erie, as a target for rocket and bomb strikes; smoke bombs, dropped in Lake Huron, serve as strafing targets on the air-to-ground gunnery hops.

Both Maj Cook and Maj Whitacre are more interested in a well-rounded training program than they are in setting records or outdoing one another with their respective commands. Nonetheless, there is some friendly rivalry between the two units. Last year, VMA-222 set a record of total flight hours during its two-week active duty period and VMA-231 answered by topping that achievement with a whopping 1019.8-hour total during annual maneuvers. Both squadrons held their two-week training periods at Grosse Ile last year because of Cherry Point's increased activity during the Lebanon crisis. Normally, one of the VMA units stays home while the other journeys to Cherry Point or El Toro, Calif., for the Summer session of concentrated flying. The Three Deuces squadron is scheduled to train at Cherry Point this year.

Marine Air Control Squadron-19 is the oldest Reserve unit at Grosse Ile, as far as time on station is concerned. MACS-19 was commissioned at the Michigan installation on April 1, 1947.



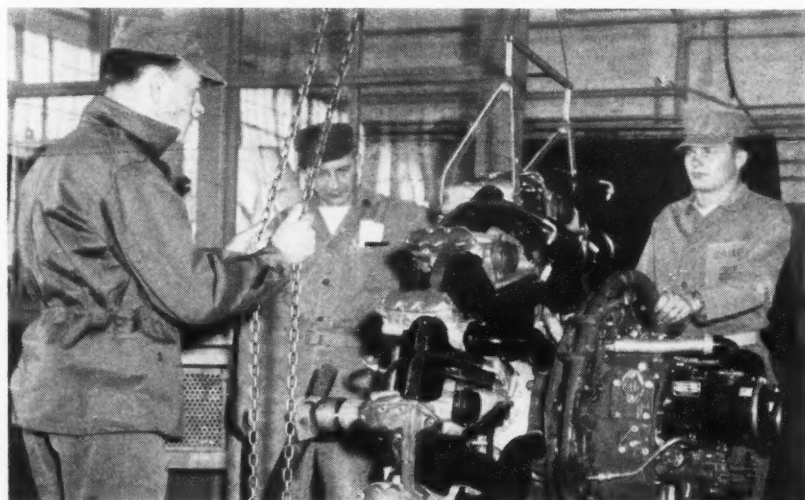
Members of HMR-773 put into practical application the fundamentals learned in the classrooms concerning helicopter rescue procedures

It was a Marine Ground Control Intercept Squadron then, with the same mission and practically the same organization as it has today. The Corps' Ground Control Intercept Squadrons were redesignated as Air Control Squadrons in 1954.

Marine Ground Control Intercept Squadron-19 was mobilized in August, 1950. The unit reported to the Marine Corps Air Station, El Toro, and its members were distributed to Regular Marine Corps units. Lieutenant Colonel James R. Mallon, a construction analyst with the Veteran's Administration, reactivated the squadron on

October 1, 1951, and served as CO of the unit during its reorganization period. LtCol Mallon resumed command of the radar outfit last October. Between commands, he was the unit's executive officer.

MACS-19 is equipped with the Marine Corps' latest electronic spotting, tracking and plotting devices used to locate approaching enemy aircraft and to direct interception by Marine fighter planes. In addition to controlling the Marine Air Detachment's own planes, MACS-19 collects, collates, evaluates and disseminates information concerning all air activity in its objective area.



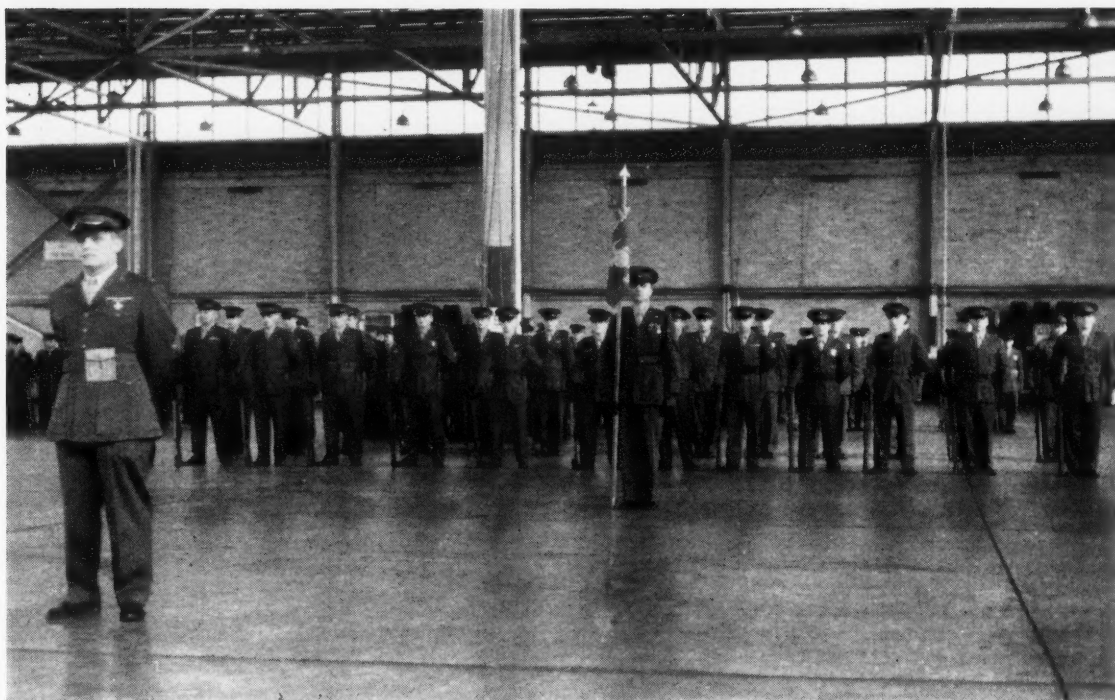
ASSgt George W. Tarpley and AGySgt Frank S. Aniol discussed the operating parts of a helicopter engine with PFC Ben F. Ickes





◀ Col W. Klenke, MARG-13 CO, (third from right) briefed unit commanders before inspection

Marine Air Reservists fell out for Annual Military Inspection



There is plenty of air traffic around Grosse Ile for the radar unit to monitor. Three major commercial airports and Selfridge Air Force Base are constantly putting aircraft aloft. Despite the high intensity traffic, MACS-19 has never lost a pilot nor experienced any near air collisions. The unit's safety record and over-all efficiency has been duly recognized and appreciated. MGICS-19 won the Marine Air Reserve Radar Squadron Trophy in 1949 and last year, MACS-19 was judged the most outstanding Reserve unit at Grosse Ile. The electronics men were awarded the John Womack Ritchie Trophy for the latter achievement. Competition for the Ritchie Trophy included Grosse Ile's Navy Reserve squadrons as well as the Marine units.

The Corps' radar squadrons are strictly front-line functional units. Their mobile equipment is specifically designed and packaged for quick transportation by air, road, rail or water and for fast installation at advanced bases. Major Joseph A. McCarthy, the squadron's radar-radio officer, estimates that the unit could move out in 24 hours.

"Maybe less, if we really had to hustle," the major said.

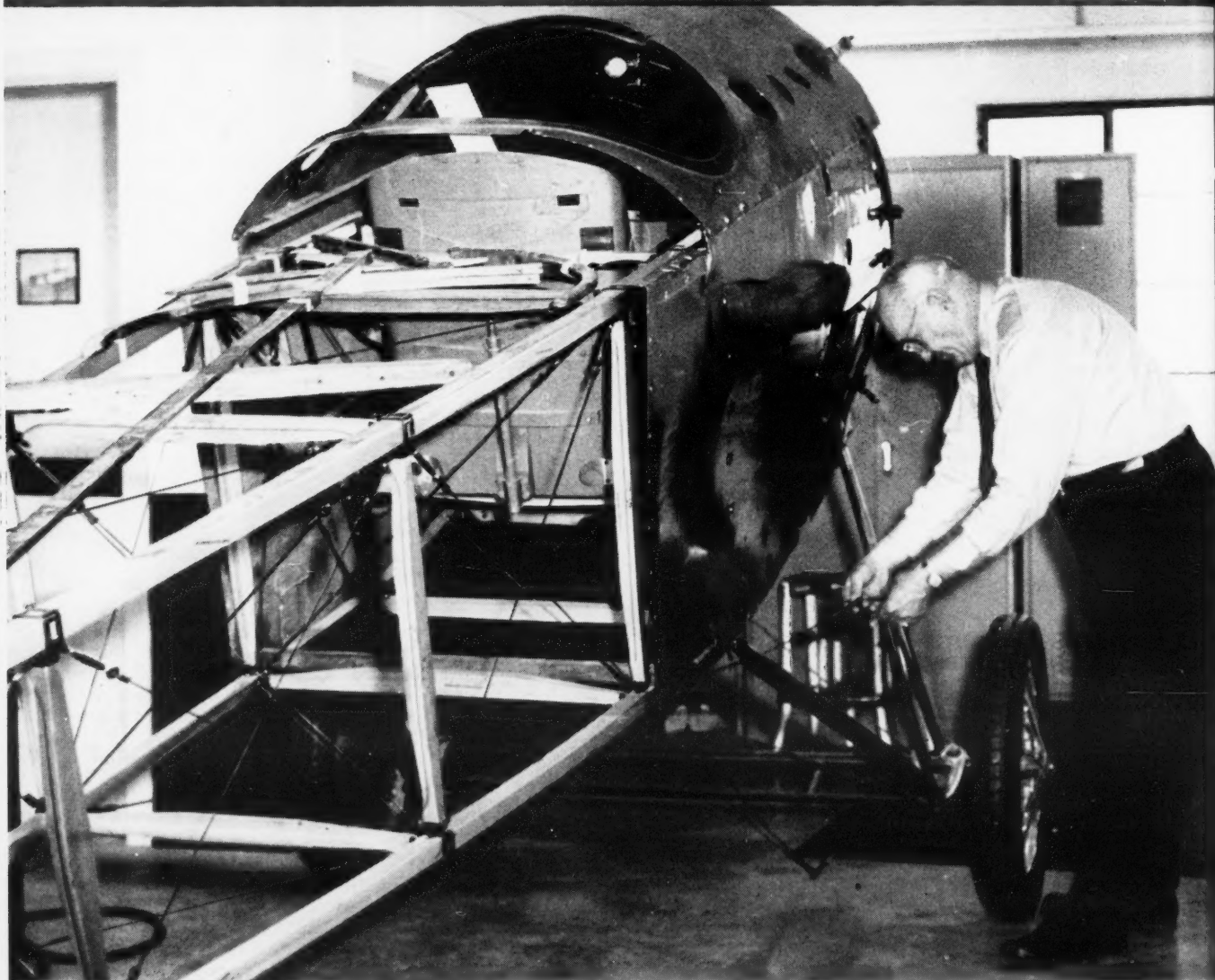
Maj McCarthy is a staff supervisor for the Michigan Bell Telephone Company. There are also several other telephone company employees, a number of electronic technicians, attorneys, school teachers and self-employed businessmen carried on the squadron's roster. AMSgt Donald V. Healas, squadron sergeant major, is an indus-

trial vocations instructor at Detroit's Tappan Junior High School. ASSgt Donald E. Good, a crew chief in the Counter Air Operations Center, is a successful oil and gas drilling contractor.

Grosse Ile's three operating squadrons coordinate their flight missions with the radar squadron. LtCol Mallon has a skeleton force aboard any time the Marine Reservists are scheduled to fly. For a while, he tried splitting his command in half so that both Marine Attack Squadrons and the helicopter squadron would have an equal number of ground controllers during flight operations. But the system did not work out well and the "half-and-half" plan was abandoned. At present, the bulk of MACS-19 (continued on page 72)

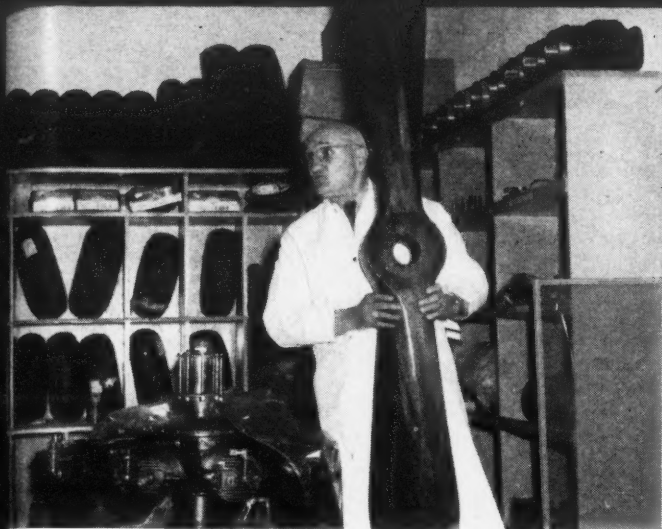
# SHE'LL FLY AGAIN

MSgt Kurt Schoenfeld, USMC, (Retd) has been working full time to restore a Standard E-1 Pursuit Trainer from WW I



MSgt Schoenfeld had been retired less than two weeks when he undertook the tremendous task of

rebuilding an antique aircraft. The plane had been employed as an advertising attraction for a florist



Those metal pieces too rusted to pass inspection were renewed; all wood parts had to be replaced ➔

◀ A new engine was located in storage, but finding a large prop for the plane proved to be more difficult



by AMSgt Walter Stewart

Photos by  
AGySgt E. L. Jarrard

**T**HERE WILL be a short pause while every brown-bagger who ever assembled a plastic aircraft model for his wide-eyed son bows his head in tribute to the king. Kurt F. E. Schoenfeld scoffs at plastics, sneers at flying models whose horsepower can be measured with a hearty grunt, and pays scant heed to those \$150 radio-controlled, Class C sooper-doopers. These are mere playthings, he contends, to fill the idle hours of man.

For a year now the retired master sergeant has worked full time in reconstructing a World War I vintage Standard E-1 Pursuit Trainer. It should be completed sometime this Fall but, though it will be airworthy, the old girl will never look down upon pastures and rooftops. An anticipated test hop will see the wheels lift only a foot or so off the runway before settling to earth: As a priceless antique, the plane will be too valuable to chance an accident.

Working without blueprints or detailed specifications, Schoenfeld is relying on memory to restore the aircraft to showroom splendor. Having en-

listed in 1916, and accredited as a Naval Aviation Pilot (NAP) in 1924—the eighth Marine so designated—he has lots of memories from which he can draw.

His mechanical career (he is a certified Aircraft and Engine Mechanic) dates back to Parris Island and his assignment as boss of motor transport—both trucks. His quarters were in the loft of the garage, where his vehicles shared space with two horses and two mules. "It was okay," he recalled, "except on still, hot Summer nights."

Assigned to aviation in 1917, he was in Santo Domingo when he won his gold wings in 1924. Ten years later, he had to make a choice between becoming a full-time pilot or retaining his mechanic's specialty; he surrendered his flying status. Time passed quickly and in 1945 Schoenfeld retired. Twelve years later, he again retired, this time from a Civil Service job at Quantico's air station. Retirement ill-suited an active man, however, and within a few days Kurt was back in aviation and on his present task for the Shannon School of Aeronautics of Fredericksburg, Va.

Shannon bought the relic from an Ohio florist who used it to draw attention for his business. When its restoration is complete the old Standard will be the start of a small museum to be built at the Shannon airport. Another and larger aircraft of the same era is next on Schoenfeld's list.

Ninety-five per cent of the Standard is made of wood, and each piece is being replaced. To ensure accuracy,

metal templates of the wooden pieces are made before the parts are actually replaced. An aluminum and stainless steel "skin" is substituting for the original galvanized sheet metal. Since he cannot pick up the phone and order a new franistan for a 40-year old airplane; all of the old hardware still in working condition is being reused. Those metal parts, too rusted to pass Federal Aviation Agency scrutiny, are being machined in the school's shop. "That cockpit seat is really going to be a problem," Schoenfeld remarked. "You see, the old seat was wicker and since the pilot didn't wear a 'chute, it was flat instead of bucket-shaped. I don't suppose we'll be able to find one so I'll probably have to weave it myself."

Imagine, too, the owner's plight in his search for a replacement engine; the old plane employs a 100-horsepower, rotary engine which is bolted to and revolves with the propeller while the crankshaft remains still. The prop, also a replacement, is of unusual size by modern standards but of a length necessary to snub the unique engine's power. The replacement engine is virtually new, having felt life for only three hours of testing. It was one of five destined by the 1918 Armistice to remain in storage.

Looking up from his assembly bench, Schoenfeld said, "Back in '17 when I was attending the Naval Aviation School in Great Lakes, we did a lot of patching, repairing and cussing while we worked on those old planes. Now, 42 years later, the cycle is complete—here we go again."

END

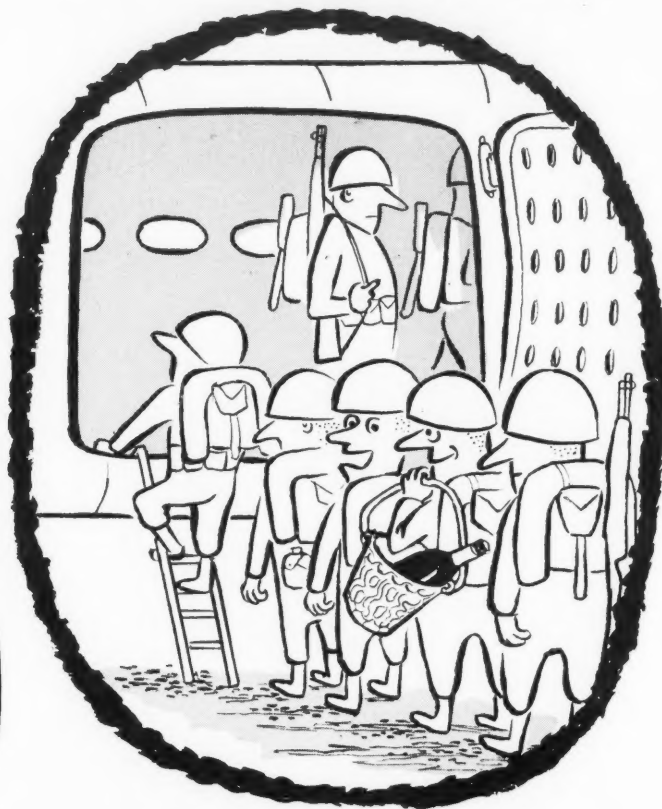


# LEATHERNECK LAFFS

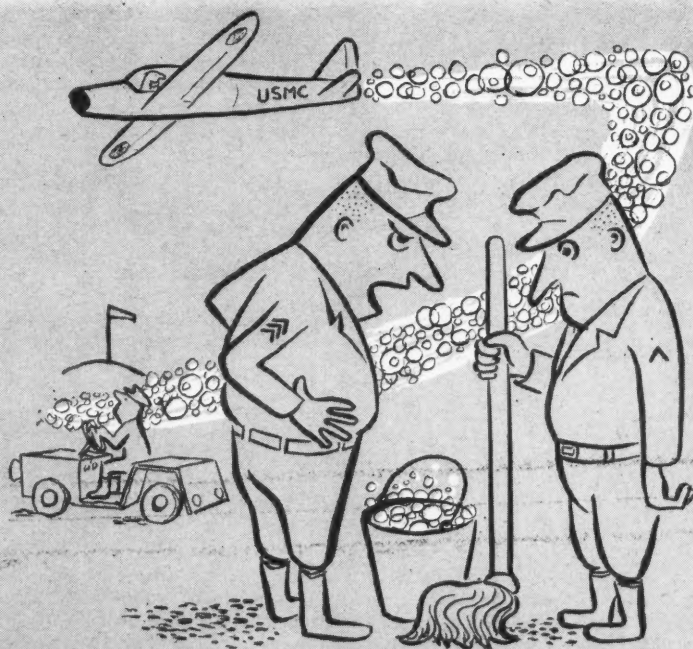
*by Tom Hunter*



"Damn show-off!"



"I understand we're testing new survival gear!"



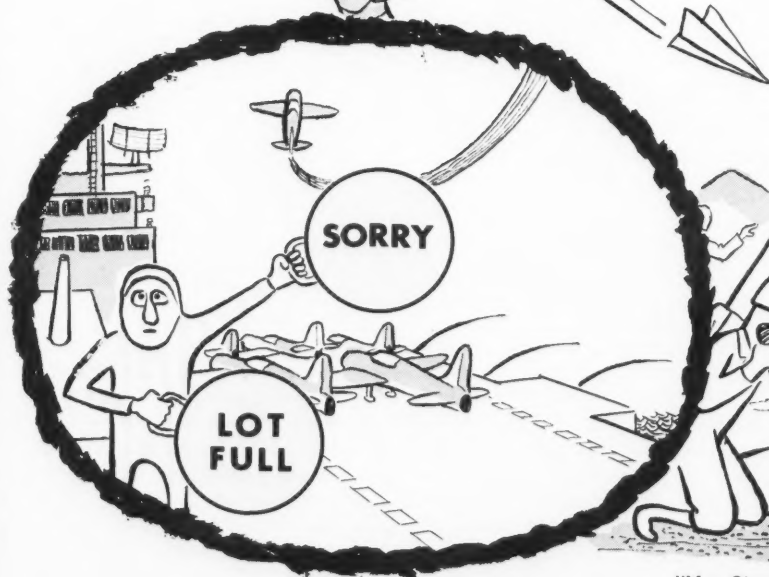
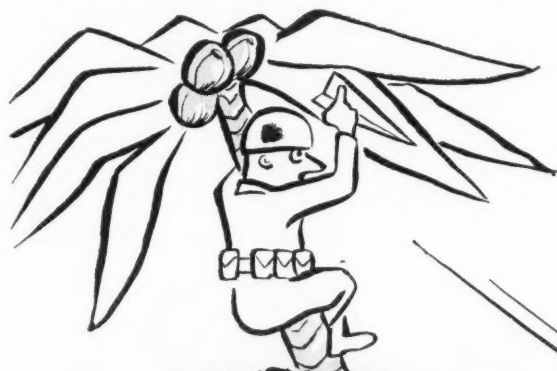
"How many times have I told you not to swab them out with soap!"



"Roberts is going to give his imitation of a jet again!"



"Class dismissed!"



"Yes Sir, Brown is simulating air support!"

# Citations

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of a fourth DISTINGUISHED FLYING CROSS to

**MAJOR ROY C. GRAY, JR.**  
**UNITED STATES MARINE CORPS**

for service as set forth in the following  
CITATION:

"For heroism and extraordinary achievement in aerial flight as Pilot of a Fighter-Bomber Aircraft in Marine Fighter Squadron THREE HUNDRED ELEVEN during operations against enemy aggressor forces in Korea on 28 November 1951. Leading a flight of four fighter-bombers on a road reconnaissance mission near Tangpyong-ni, Major (then Captain) Gray skillfully led his formation through intense, hostile automatic weapons fire in repeated attacks against enemy supply vehicles. During the engagement, two of the aircraft in his flight were damaged by anti-aircraft fire. Ordering the damaged aircraft to orbit, Maj Gray continued the attacks, personally accounting for a total of four enemy supply vehicles destroyed. His expert airmanship, cool courage, and devotion to duty in the face of hostile anti-aircraft fire served to inspire the members of his flight and were in keeping with the highest traditions of the United States Naval Service."

The Secretary of the Navy takes pleasure in commending

**STAFF SERGEANT SAMUEL L. CUMMINGS**  
**UNITED STATES MARINE CORPS**

for service as set forth in the following  
CITATION:

"For meritorious service as an Investigator with the Provost Marshal's Section of Marine Aircraft Group TWELVE at K-6 Airbase in Pyongtaek, Korea, from 3 May 1952 to 21 February 1953. In this capacity Staff Sergeant Cummings rendered outstanding services to the United Nations' mission in Korea by establishing liaison between all police units, civil and military, within the scope of the Provost Marshal's jurisdiction. He established a net of informers in the area so that at no time could anyone enter the area, or anyone under surveillance leave the area without the Provost Marshal's



knowledge. This net subsequently led to the capture of three North Korean spies. In addition to this, he trained Korean Nationals to assist in police functions and to aid him in curbing the rising black market activities in the area. In disrupting the existing black market activities, much stolen Army and Marine Corps property was recovered, thereby affording a large saving to the United States Government. SSgt Cummings' meritorious actions and inspiring leadership contributed materially to the success achieved by his unit and were in keeping with the highest traditions of the United States Naval Service."



**The Secretary of the Navy takes pleasure in commending**

**TECHNICAL SERGEANT HALVOR E. FINSETH  
UNITED STATES MARINE CORPS**

**for service as set forth in the following  
CITATION:**

"For meritorious achievement in the performance of his duties as Noncommissioned Officer in Charge of the hydraulic shop of the Aircraft Maintenance Department in Headquarters and Maintenance Squadron TWENTY-SIX, from 1 April 1957 to 12 June 1958. Utilizing tools, equipment and materials available, including scrapped and salvaged metals, TSgt. Finseth designed and constructed a 4500-pound capacity crane, to satisfy a requirement for field maintenance on the HR2S helicopter. Knowing the need for a lightweight hand portable air source for servicing helicopter landing gear struts and tires, he resourcefully used an obsolete air compressor from a jet aircraft, and devised the necessary linkage wiring and hosing to provide a high pressure air source. Of most value to the Marine Corps in monetary and time savings was his hydraulic damper testing unit which is capable of time testing hydraulic dampers on the HRS, HUS and HR2S helicopters, within a fraction of a second and has measurably increased helicopter availability. Many of the equipment items constructed or modified by him fulfill requirements previously borne by heavy, awkward, obsolescent issue items which were not compatible with the present concept of mobility in the Marine Corps. TSgt. Finseth's efforts have contributed immeasurably to the ever-increasing need for combat readiness of Marine helicopters. His skillful application of professional experience and devotion to duty are in keeping with the highest traditions of the United States Naval Service."

**The Secretary of the Navy takes pleasure in commending**

**MASTER SERGEANT GERARD DHOOGHE  
UNITED STATES MARINE CORPS**

**for service as set forth in the following  
CITATION:**

"For excellent service in the line of his profession while serving with Marine Air Control Squadron THREE and Headquarters Squadron, Marine Air Control Group TWO, from 6 June 1953 to 23 June 1954. In his capacity as an Electronics Supply Chief, Master Sergeant Dhooge displayed outstanding professional ability and a willingness to work long and tedious hours under difficult and trying conditions in the field. Under his personal direction, he organized his warehouse and office sections into an efficient unit, expediting critically needed supplies to the using organizations. Through personal liaison he promoted common understanding and greater effort on the part of higher echelons in meeting the supply problems of the group and his initiative and foresight in anticipating requirements resulted in proper support of ground electronics equipment within the First Marine Aircraft Wing. MSgt Dhooge's achieve-

ments were highly instrumental in fulfilling the mission of the section and his exemplary conduct, performance of duty, loyalty and perseverance throughout the period were in keeping with the highest traditions of the United States Naval Service."



**The Secretary of the Navy takes pleasure in commending**

**CORPORAL JACKIE D. FOSTER  
UNITED STATES MARINE CORPS**

**for service as set forth in the following  
CITATION:**

"For heroism in saving a man from drowning at Surf City, North Carolina, on 15 September 1957. Corporal Foster exhibited outstanding courage, determination and presence of mind when he, at the risk of his own life, plunged into a heavy sea and went to the side of a young civilian who had been caught in a strong tide and was being rapidly carried away from the shore. Making his way to the man, Corporal Foster put his arm around the man's neck and, swimming against the treacherous undercurrent, towed him to shore. His heroic conduct in the face of great danger to himself was in keeping with the highest traditions of the United States Naval Service."

**The Secretary of the Navy takes pleasure in commending**

**FIRST SERGEANT LAMAR D. DINKINS  
UNITED STATES MARINE CORPS**

**for service as set forth in the following  
CITATION:**

"For heroism in attempting to rescue an eight-year-old boy from drowning in Mill Creek, Jacksonville, North Carolina on 5 February 1958. Responding to cries for help after an eight-year-old boy had fallen into the creek from his bicycle, First Sergeant Dinkins promptly dived into the murky, icy waters of the creek fully clothed, in an effort to locate the child. He continued his search for the missing boy until he was no longer able to stand further exposure and was almost frozen when he was pulled from the water. His courage and unselfishness in diving into unknown icy water to rescue a child was in keeping with the highest traditions of the United States Naval Service."

**END**

# FROM OUR READERS

## Baseball Monickers

by Thomas P. Ramirez

Now that the San Francisco Giants and the Los Angeles Dodgers are happily settled in their new homes, why not get rid of those corny monickers, Giants and Dodgers?

Never happen, you say? Give the man a cigar—he's absolutely right. Staid Dame Custom decrees that teams shall retain their names for the sake of quick fan identification. The last thing O'Malley and Stoneham would ever do would be to confuse the customers. They might forget which pocket the old billfold is in.

But things were different in baseball's early days; changed at the upsetting of a beer bottle. Some of today's erstwhile Dodgers might wince if they heard that their team was once known as the Superbas, the Doves, and even the Bridegrooms. As late as 1914-31 they were called the Robins in honor of their manager, Willard Robinson.

How come Dodgers then? How did the major league clubs acquire their present name tags? Let's pinpoint the Dodgers as an example. In those early days there were no taxis, no parking lots. You either trolleyed to the park or hoofed it. Came the day of a big game the place was a madhouse of scooting, clanging trolleys. A newspaperman quipped that "one puts his life in jeopardy, and must be an expert trolley dodger to survive." Trolley Dodgers became Dodgers, and a name was born. Robins it was later, but eventually Brooklynites saw the error of their ways and returned to Dodgers.

Once upon a time, the Yankees were called the New York Highlanders, an awkward title at best. This because their park was located on Washington Heights, the highest spot in New York. Sportswriters changed Highlanders to Yankees and the name became synonymous with World Champs.

Cleveland was once called the Molly MacGuire's, of all things. They were also known as the Blues and the Naps. The Indians label was voted for by the fans themselves.

Because one of the owners of the Boston Red Stockings was a sachem in the Tammany Hall organization he changed his club's name to "Braves," the term which Tammany members used to address one another. Among others things the Boston team was called Beaneaters and Bees. Here is an instance where club owners purposely set out to change a team name and failed. In

the 30s Braves was officially changed to Bees, but the hometown fans stuck to Braves, and in 1942 the owners surrendered. Only change today is the addition of Milwaukee to the fitting title, Braves.

And the San Francisco Giants? Simple. It happened back in 1885 when their manager, Jim Moultrie, was being interviewed by a sportswriter. Said he of his muscular, towering players: "Those blokes are giants." And they've been Giants ever since.

Players' togs have, perhaps, had the greatest influence on team names, and stockings especially. The Detroit club, for instance, got its ferocious name because of the black and orange striped stockings they wore circa 1889. "Look more like tigers than ball players," the fans said, and Tigers it was.

Cincinnati, the first team ever to wear knickers instead of trousers (1868), caused roars of amusement that first day, mainly because of their fiery red stockings. Cincinnati Red Stockings gave way to Cincinnati Reds. Later this was changed to Redlegs.

Boston and St. Louis had their Red Stockings and Brown Stockings. Sox was the obvious shortening. The Brown Stockings evolved into the Maroons. Later they sprouted a red bird on their shirt fronts, turned into the St. Louis Cardinals.

The Chicago Cubs once boasted such nicknames as Colts, Bronchos, Rainmakers and Cowboys. In 1901 two sportswriters, George Rice and Fred Hayner, described the Chicago team as frisky and playful—like bear cubs. Thus the Chicago Cubs.

Among other nicknames are these: Phillies, named after their home city, Philadelphia. Connie Mack called his first team the Athletics. The franchise still exists, though located in Kansas City now. Because the Nation's Capital was their home, the Washington club called themselves the Senators.

The Pirates, or Buccaneers, as they're often called, were perhaps the most appropriately named aggregation of all. Back in 1891, when the club was building, they set out to buy every topnotch player they could get their hands on. In a highly publicized steal they lured Louis Bierbauer, the Philadelphia Athletic's prize infielder into their fold. There were others, and Pirates it was, is, and ever shall be.

## "Sure, I Believe You, But . . ."

by O. B. Van Thyme

"If the Marine Corps had a polygraph examiner tell each new group of recruits about the important part the lie detector might play in their future, it would save the recruits a lot of heartaches, and the commands a lot of grief."

This is the opinion of AMSgt Jack Williams, USMCR, who spent 14 years on active duty with the Corps, learning the polygraph techniques which enabled him to set up a successful polygraph practice in civilian life. His Reserve duty as a member of the Twelfth Staff Group, Navy-Marine Armory, Los Angeles, permits him to keep up with the military's latest methods in the polygraph's use. In return, he uses his position as National Secretary of the Board of Polygraph Examiners, Washington, D. C., to help keep the Corps advised as to the latest civilian practices.

What would AMSgt Williams suggest the recruits be told?

"Well, first, I'd tell them that only a fool thinks he can lie to the lie-detecting machine. If a man is intelligent enough to pass the Corps' entrance exams, he is too smart to beat the polygraph. Only an idiot who doesn't actually know right from wrong might do it.

"Then I'd explain that most of the important and top jobs in civilian life now require that man take polygraph tests to determine his status as a security and accident-prone risk."

What is accident prone?

"We are all a bit careless but some people are habitually so careless that they are not safe to have around explosives and experimental scientific work. Or, they might have a 'know-it-all' attitude that leaves just enough to chance for the possibility of a fatal accident. A polygraph can spot such people.

"But, mostly, I'd tell the recruit that there *is* someone other than the Lord who knows everything the recruit does, and that is his own conscience. A man must live his life so that he can take a polygraph test, as a Marine or civilian, and come out with a clean slate."

Williams said he would make it clear to the recruits that honesty was not only the best policy—it was the *only* policy.

"I'd tell them a bit about a recent article in a national magazine in which a veteran polygraph examiner told

of examining 25,000 persons and not finding one who was actually honest. The author arrived at the conclusion that we all lie, cheat and steal a little. Marines *must* remember, at all times, that they, as members of the Armed Forces, are subject to military courts-martial.

"Don't take anything belonging to the government. Not even a paper clip. It will show up in the test, and honesty is not measured by the amount stolen. A person who will take a penny today, might as readily steal dollars tomorrow—if given the chance. The polygraph tests are to assure that the temptation will not occur for such a person."

Williams said that all Marines were well indoctrinated as to the dangers involved in associating with communist-front organizations. One association can be a lasting kiss of death.

The State Department investigations in the early 1950s started the trend that makes good moral character a "must" for most important and critical positions.

"It all boils down to one hard fact," Williams concluded. "Because of the polygraph, you must live your life so it can't turn in a bad report when it checks on you. You must remember that you can't lie to the lie-detector machine and that it *won't* lie about you. It was designed to protect the innocent and detect the guilty—and that's all it does."

Most people believe that telling a lie is an effortless thing and they point out how everyone indulges in the so-called "white lies" as a part of everyday living.

A friend salutes you with a gay, "How are you?" and you reply, "Oh, I'm fine," even when you have an annoying headache. Do you think that such lying is effortless, that it's easier than telling the truth?

No! It isn't effortless; it is actually much harder work than you know. Telling the truth is the act that requires little effort.

Polygraph examiners know that when you lie there are many measurable physical reactions. For example, you blink and swallow more often and your temperature rises and then lowers. Your pulse rate goes up with a rush, and your body gets tense and this tenseness raises your blood pressure.

You are not aware that these things are happening, but the pneumograph around your chest, the blood pres-

TURN PAGE





## FROM OUR READERS (cont.)

sure cuffs on your arm, and the hand electrodes on your finger tips are all registering their assigned measuring function and relaying it to the lie-detector's charts.

It's a good bet that you didn't notice your breath skip a bit and halt for a fraction of a second, nor were you aware of a slight movement that the charts caught. Even the salt content of your sweat glands contributes its own tell-tale bit.

Incidentally, you can just sit there, frozen to your

seat, not answering a question—and a fat lot of good it will do you. The reactions I've described will be recorded on the chart.

Law authorities know that the polygraph will protect the innocent. So, who must fear it? Only the guilty, and polygraph examiners and police officials believing this, always thoroughly investigate those who refuse to take tests. It narrows the field of suspects efficiently.

No one can, legally, force you to take a test. However, most law authorities believe that the day is close at hand when polygraph tests will be as routine a part of police work as fingerprinting is now. It took 30 years for fingerprinting techniques to gain legal standing.

## The More You Pay, The More You Save!

by John G. Mont

Perhaps you have never thought of it, but there are almost as many different types of mortgage loan contracts as there are different types of homes that secure them.

You are fortunate, indeed, if your mortgage is so written that it allows you to prepay it in full or in part without premium or penalty. For, if you can, the more you pay, the faster you pay off and the less interest you pay.

G.I. mortgages allow prepayment without penalty. F.H.A. mortgages require a 1 per cent of original principal prepayment penalty under stipulated circumstances. And then, there are numerous conventional mortgages with all kinds of prepayment penalty clauses. Of course, there are many conventional mortgages with no prepayment penalty clauses.

There are two points in favor of prepayment, from the standpoint of the home owner. By paying in excess of agreement you earn the right to leniency if disaster strikes, and by paying off in 10 years instead of 20, substantial interest saving accrues for you.

Let's examine the actual figures and see how much the saving really is. A \$10,000 mortgage at 5 per cent for 218 months requires a payment of \$70 per month for principal and interest. Therefore, if paid as agreed, you will pay  $218 \times \$70$  or \$15,120. (\$10,000 principal and \$5120 interest).

But, suppose you elect, if allowed, to pay \$100 per month. Your mortgage would then be paid in full in 130 months. You would pay \$13,000—\$10,000 principal and \$3000 interest—a saving to you of \$2120.

This is merely a broad example because the arithmetic is clear and simple.

Suppose your monthly payment for principal and interest is, say, \$57.10. Your mortgage bank will probably want prepayments in accordance with a predetermined amortization schedule. So, if you decide to pay \$10 per month extra, you may have to accumulate the money and pay it in a lump sum according to the provisions of the schedule. This is no problem for you, however. Simply open a

savings account and deposit to it as you make your mortgage payments. Then, once a year, transfer it to your mortgage for reduction.

The goal of each of us is to own our home, mortgage free. When you do, chances are your "rent" is as reasonable as you could possibly find and your credit will be ace high.

If you are ambitious and budget-minded enough to pay off your mortgage while your children are young, when it comes time to lay it on the line for college expense, you can refinance to help yourself over that hurdle.

As in all savings programs, don't overdo your initial attempt. Never be ashamed to save a little. Ten dollars per month may not sound like much, but  $\$10 \times 12 \times 10 = \$1200$  plus the resultant savings in interest. In the end, you, and you alone, can hit the happy jackpot of complete home ownership.

END



# ALL-MARINE BOXING



**Lee Hackney**  
Light Welterweight



**Carmen Sciallabba**  
Lightweight

by AMSgt Woody Jones

Leatherneck Sports Editor

since he became a Marine, outpointed George Jackson, of Camp Pendleton.

As in the light welter class, the welterweight division final bout was between stablemates. Richard Gilford decided his Camp Lejeune teammate, Bobby Long.

Other champions were bantamweight Robert Tuell, Lejeune, who defeated Quantico's Nathan Coleman; Quantico's Junaun Allmon, who upset Lejeune's Jimmy Flood for the light middleweight title; middleweight Lewis Moses, Third Marine Division, over San Diego's Roosevelt Sanders, and, in another reversal of form, heavyweight Al Wilson, Twentynine Palms, defeated Quantico's Percy Price.

## Summary

Flyweight, 112 pounds: Ramon Rosales, Marine Corps Supply Forwarding Annex, San Francisco, decisioned Lyle Faughn, Quantico.

Bantamweight, 119 pounds: Robert Tuell, Camp Lejeune, decisioned Nathan Coleman, Quantico.

Featherweight, 125 pounds: Charles Brown, San Diego, decisioned George Jackson, Camp Pendleton.

Lightweight, 132 pounds: Carmen Sciallabba, Hawaii, decisioned Robert Hankins, San Francisco.

Light welterweight, 139 pounds: Lee Hackney, Hawaii, decisioned Alfred Santiago, Hawaii.

Welterweight, 147 pounds: Richard Gilford, Camp Lejeune, decisioned Bobby Long, Camp Lejeune.

Light middleweight 156 pounds: Junaun Allmon, Quantico, decisioned James Flood, Camp Lejeune.

Middleweight, 165 pounds: Lewis Moses, Third Marine Division, decisioned Roosevelt Sanders, San Diego.

Light heavyweight, 178 pounds: James Adams, Hawaii, knocked out Robert Flores, Twentynine Palms.

Heavyweight: Arthur Wilson, Twentynine Palms, decisioned Percy Price, Quantico.

END

**A**N ENTIRE stable of new champions was crowned in March at the completion of the seventh All-Marine boxing tournament, held at the San Diego Marine Corps Recruit Depot.

Al "Rocky" Santiago, fighting under the colors of the Hawaii Marines, made a gallant third attempt to become an All-Marine champion. One of his stablemates, hard-hitting Lee Hackney, fought Santiago toe-to-toe for three rounds, earned a unanimous decision, and the light welterweight title.

Two other members of the Hawaii Marine team won crowns. Lightweight Carmen Sciallabba, also making a third

try, outpointed Bob Hankins, of the Marine Corps Supply Forwarding Annex, San Francisco. Light heavyweight Bob Flores, of the Marine Corps Base, Twentynine Palms, Calif., was the victim of the only knockout in the tourney finals. Hawaii's Jim Adams put Flores away after 1:05 of the first round.

Flyweight Roman Rosales decisioned Quantico's Lyle Faughn to become the first San Francisco-stationed Marine to win an All-Marine boxing title since the Corps-wide tourneys began in 1953.

The host San Diego team had one champion. Featherweight Charles Brown, a former national Golden Gloves king who hasn't lost a fight

# In Reserve



Edited by AMSgt Walter Stewart



Official USMC Photo

Miss Texas, Mary Hendricks, got an assist from 1stLt D. W. Cody when she visited MARTC, Dallas, to emphasize a recruiting contest

## Caribbean Holiday

Recruiting is becoming a fine, and competitive, art within the squadrons comprising MARTC, Dallas, Texas. Competition long ago reached the "keen" stage and it has been honed to an even finer edge by a contest which will offer a trip to Bermuda for the winning squadron. The contest, based on drill attendance and new enlistments, began January 1 and will continue through July 31, when one organization will be declared the winner on a basis of its composite score.

A point goes to a squadron for each per cent of increase in attendance over the base month of December, 1958, this being computed and awarded monthly. The squadron with the greatest percentage earns an extra five points, computed each drill weekend. A bonus of 20 points goes to any squadron with

a 20 per cent increase over the base month.

Recruit enlistments bring the pertinent unit five points. With small quotas, and acceptances on a first-come basis, the fight is joined. A \$25 Savings Bond will be awarded to the platoon accruing the most points by the end of the contest, and the platoon will also accompany the winning squadron on its Bermuda trek. Competing units include MACS-20, VMF-111, VMF-112, VMF-413 and HMR-762.

The Big D  
MARTC, Dallas, Texas

## Talking Turkey

More than a year before the Lebanon crisis brought to the Corps' attention an appalling lack of linguists skilled in languages of the Middle East, VTU (Specialist) 1-39 Intelligence, was or-

ganized in New York City. The assigned mission was that of learning the Turkish language, in addition to the regular requirements of advancing intelligence skills.

Even in cosmopolitan New York, it proved impossible to round up a nucleus of Reservists with previous knowledge of this extremely difficult language. The services of a native teacher were secured and, armed with textbooks, 40 kindred souls embarked on their training. Twenty, under the command of Lieutenant Colonel James W. Eben, are still enrolled at present.

The volunteers meet weekly for two hours of language instruction under the guidance of Dr. Oguz Turkkan, a native-born Turk, now a United States citizen. Each Reservist devotes several hours of homework in preparation for class.

The VTU conducted its annual two-week training period for Fiscal Year 1959 at Columbia University. Morning classes were devoted to intense language instruction, stressing the use of military and everyday expressions. Afternoon sessions were in the form of briefings on military, civil, geographical or social phases of Turkey and each member of the group presented a different facet of the subject at hand.

VTU (Specialist) 1-39  
New York City, N. Y.

## Spelled Backwards . . .

Plans for Operation NAILVIC, in which eleven Reserve ground units and one Reserve air unit will combine forces for an air-ground exercise in the Onslow Beach-Bogue Field area July 27-29, have been completed. The problem, designed to increase the proficiency of the participants in all phases of air-ground operations, will consist of an aggressor-opposed field exercise controlled by an umpire. The units will be organized as a battalion landing team with the assigned objective of seizing and consolidating areas defended by aggressor forces.



All participating ground forces have been incorporated into the 40th Marines, which will be the major ground element of the Northern Landing Group. The general situation reveals that atomic and hydrogen bombs have struck critical points in the Western part of Europe and parts of the Eastern United States and Canada. The aggressors' strategic air command failed, however, to penetrate the United States' and Canada's atomic defenses. The Northern Landing Group will hit Onslow Beach and move overland to seize aggressor missile launching sites, installations and Bogue airfield.

Units scheduled for the huge Reserve exercise are: MARG-25, Willow Grove, Pa.; 2d Amphibious Tractor Company, Jacksonville, Fla.; 1st Infantry Battalion, Garden City, N. Y.; 5th Rifle Company, Savannah, Ga.; 74th Infantry Company, Mansfield, Ohio; 53d Infantry Company, Charleston, S. C.; 5th 105-mm. Howitzer Battery, Reading, Pa.; 6th Engineer Company, Knoxville, Tenn.; 2d Tank Battalion, Cincinnati, Ohio; 1st Communications Support Battalion, New York City, N. Y.; and the 6th Truck Company, Scranton, Pa.

ISO, MCB  
Camp Lejeune, N. C.

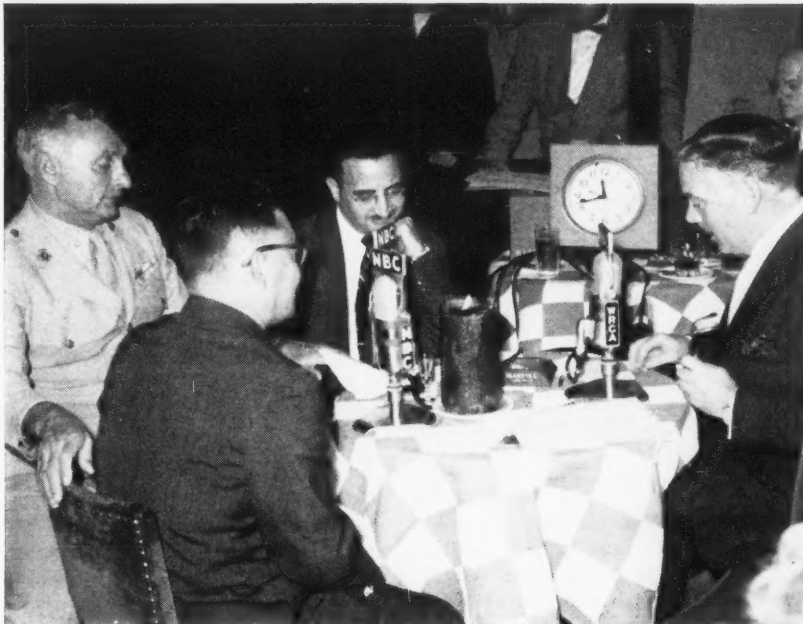
### Attendance

Kudos went from the 31st Infantry Company, Johnson City, Tenn., to 23 of its members for having recorded 100 per cent attendance at drill meetings in 1958. In congratulating their personnel, company officers pointed out, "These men are richer in the amount of their drill pay, retirement credits earned, and experience gained."

The Cadence, 31st Inf. Co.  
Johnson City, Tenn.



Official USMC Photo  
Capt A. D. Hicks handed the trophy won by his platoon in a Virginia parade to LtCol Wayne F. Stafford, CO of the 13th Infantry Battalion



Official USMC Photo

Ray Heatherton (R) interviewed LtCol J. Eben, VTU 1-39, LtCol A. Atun, military attache, and Dr. Oguz Turkkan, a Turkish instructor

### Toy Tally

Headquarters Marine Corps has announced the final tally for last December's Toys for Tots program. Nearly 900,000 needy children received toys through the combined efforts of Reservists over the nation, the announcement said. More than 200 communities were involved, with contributions ranging from a book company's donation of books valued at \$35,000 to the pennies a little girl saved over the year.

Division of Information  
HQMC

### It Couldn't Be Done?

Within two drill periods, the Construction Platoon of the 6th Engineer Company, Knoxville, Tenn., built a "Class 15" timber trestle equipment platform measuring 15 by 30 feet. Designed similar to the timber trestle bridges used throughout the Marine Corps, members employed both hand and power tools to complete the structure in record time. All material used in the platform was donated by local business concerns.

6th Engineer Co.  
Knoxville, Tenn.

### Sharpshooters

The 31st Infantry Company, Johnson City, Tenn., was proclaimed winner of League "A" in the 6th District Gallery Rifle and Pistol Matches, after overcoming competition from Reservists of Durham, N. C., Knoxville, Tenn., Raleigh, N. C., Chattanooga, Tenn., Greensboro, N. C., Winston-Salem, N. C., and Nashville, Tenn.

The company team won all of its rifle events and was defeated in pistol rivalry only by Knoxville. The victories made the Johnson City Reservists eligible to compete in the District Finals, the winners of which will represent the 6th District in the Marine Corps Reserve Championship matches, May 4-9.

The Cadence, 31st Inf. Co.  
Johnson City, Tenn.  
**END**

# ★ ★ ★ ★

## IF I WERE COMMANDANT

*Checks for \$25.00 have been mailed to the writers of the letters which appear on these pages. Leatherneck will continue to print—and pay for—ideas expressed by readers who have sincere constructive suggestions for a better Corps. If you were Commandant, what would you do? Your answer may bring you a check. Write your suggestions in the form of a double-spaced typewritten letter of not more than 300 words, and mail to Leatherneck, P. O. Box 1918, Washington 13, D. C. Be sure to include your name, rank, and service number. Letters cannot be acknowledged or returned.*

Dear Sir:

If I were Commandant, I would issue a directive that all transferring activities attach a flyer to orders issued. This flyer would give the man being transferred directions on how to reach his next duty station. This is especially true of men coming out of ITR. They usually go home on leave before reporting to their new duty station. Since their next duty station is strange to them and, in most cases, they are unfamiliar with the location, they have much difficulty in determining the nearest town or commercial stop to their new duty station.

Ticket agents are also unfamiliar with these locations and often issue tickets to men, only to have these men find that when they disembark from the train, bus, plane, etc., they are miles from the base and have a great deal of trouble getting there.

In some cases, this causes a man to report in late. Since most transferring activities have a transportation section, they could determine the nearest location without too much difficulty. The time saved at the other end of the line would be more than the time lost at the transferring end.

ACpl Ronald E. Grisanti  
1616866

Dear Sir:

If I were Commandant, I would reinstate the basic qualification badge along with the many achievement bars which were formerly provided for attachment thereto.

For generations, young and old Marines alike wore their qualification badges with pride. The longer the "ladder" of qualification bars, the greater was the esteem given to the recipient by his military and civilian

associates. As a youth, I looked in awe at a Marine who was qualified as an expert with hand grenades or a sharpshooter with the Browning Automatic Rifle. Then, later, a new Marine myself, I was thrilled to attach each new bar to my own basic badge.

What was behind this badge? Skill? *Espirit de Corps*? Yes, these elements and more, too. These bars represented competitive individual military proficiency. Every Marine wanted to develop his own abilities. Throughout our duty stations in the Marine Corps, qualification ranges were maintained and used constantly. Organizational units competed briskly for assignment of their units annually to the various ranges. Enthusiasm among the men ran high. Proficiency standards were stiff and the competitive spirit among the ranks inspired us all to excel as individuals.

Without these awards, the qualification courses are either neglected or haphazardly operated. In today's generation of the New Breed, we thrive on competitive challenges and our young men need recognition for

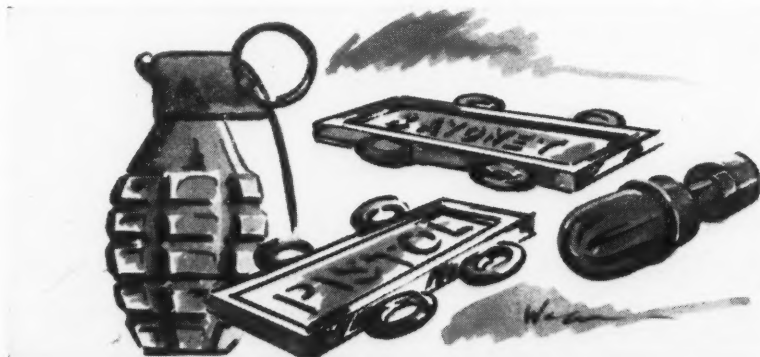
their individual talents. The psychological impact in public recognition of individual achievement is fine publicity for "building men" and, incidentally, a handsome training incentive for attaining the perfection for which our Corps is famous.

Capt D. D. Chaplin  
052013

Dear Sir:

Many Marines participate in off-duty education. They take a variety of subjects offered by civilian colleges to either work toward a college degree, or to make themselves more proficient in their everyday work.

If I were Commandant, I would add military subjects to this curriculum. We, as professional Marines, have many opportunities to better ourselves professionally with the correspondence courses that are at our disposal. However, if military subjects on a leadership level, such as the basic officers extension course, were available on an off-duty basis in a classroom so that all Staff NCOs could keep up with the latest concept, I am sure that the professional Ma-



rine would jump at the chance to better himself.

Many Staff NCOs do not have the opportunity to take advantage of the resident schools presently offered on these subjects, such as NCO Leadership School. Many professional subjects could be taught at the appropriate level if competent instructors were obtained from the inexhaustible source, our own specialists, on subjects such as tactics, company and battalion administration, Uniform Code of Military Justice, etc. This plan would better enable present Staff NCOs of all Occupational Fields to become better qualified in their mission—that of a Marine first, and a specialist second.

AMSgt Robert O. Cunningham  
374381

Dear Sir:

If I were Commandant, I would revise our present theme in the designing of the Marine Corps recruiting posters.

I realize and recognize the fact that there is only one skilled type of enlistment we can guarantee a man at the recruiters level (Aviation), but we should at least design our posters to show that we do teach many skills in all types of service schools.

With due respect to our present day young man's desires, and the competition we have in the field of recruiting, the average young man takes one look at our posters, such as the last few (a Marine with a machine gun, a rocket launcher, and a sea bag) and instead of kindling a desire, it kills it.

If I were Commandant, I would direct all personnel in the recruiting service to submit their ideas on posters. The ideas are here where we come face to face with the competitive situation. We as Marines know what we have to offer, but the general public does not, and will not find out by our present theme on posters.

We should have posters depicting the many skills which are taught in the Marines, and some on our special duties, such as State Department, and sea duty.

Today when we should be putting out posters aimed at our CODE "J" PROGRAM (120 days delay in active duty) we are displaying a Marine with a rocket launcher; the high school senior (whom we seek) has found this type of sales publicity of no particular interest to him.



I feel sure that this type of publicity would certainly kindle, instead of dampen, a young man's desire for the Corps, and would no doubt increase the enlistments.

AMSgt John W. Peters  
505232

Dear Sir:

If I were Commandant, I would adopt a cloth name tag to be worn on all Marine Corps issued clothes instead of the present name stamp. There are many advantageous reasons for this. First of all, the stamped name is illegible after clothes have been washed several times, thus, one must restamp his uniform continuously. This also presents the problem of stamping the uniform in the exact place that it was previously stamped or the name will look blurred or smeared. The cloth name tag is neat in appearance and, in most cases, will last as long as the article of clothing. Clothing inspections would be neater and more uniform. If the cloth name tag were adopted, it would also help solve the problem of clothes which are misplaced from day to day or those which are mixed while being laundered. I would adopt two types of name tags. One tag would have black letters with a white background and would be worn on all clothing, with the exception of the utility jacket which would have a cloth name tag with larger black letters with a background the same color as the jacket.

It is my belief that if the cloth name tag were adopted everyone

would benefit by saving man hours spent in marking clothes and by having names on clothing which could be more readily identified.

ACpl George D. Baker, Jr.  
1662960

Dear Sir:

If I were Commandant, I would initiate action to change chapter 9, part F, paragraph 9362.6 Marine Corps Manual which has to do with effective date of promotion by commanding officers. As this paragraph now stands, pay and allowances accrue, for enlisted personnel, from the date on which their promotion is effected. Cutting scores mailed to unit commanders are not always delivered on the same day to all units—even those located at the same station. Due to individual unit procedures, all organizations at the same station do not promote eligible personnel on the same day. Although date of rank is not effected, pay and allowances are, and under the present system, two men of equal rank, working side by side although from different organizations, frequently are promoted on different days. Or, a man in transit from one duty station to another is not promoted until after he reports in to his new duty station. This is bad for the morale of these junior men we are trying so desperately to retain in the Marine Corps. It could be corrected by authorizing commanding officers to effect promotions, for pay purposes, in the same manner that officer promotions are effected.

Maj Austin C. Fitzgerald  
029225  
END



## GROSSE ILE

[continued from page 57]

trains on the first drill weekend of the month and just enough controllers to ensure safe and efficient flight operations report for drill on the third weekend.

Until the Columbus helicopter squadron was relocated at Grosse Ile, HMR-773 enjoyed the distinction of being the installation's newest Reserve unit. The Marine Corps began activating Reserve helicopter squadrons in April, 1958. HMR-773 was organized last September. The outfit is still young, and its struggling to build to full T/O strength. The unit needs 12 pilots, four ground officers and 60 enlisted men. It has eight pilots, three ground officers and 22 enlisted.

Major John F. Rolfes, the squadron's commanding officer, is making an industrious effort to get the men he needs. The major has formed recruiting teams from the officers and enlisted men already on the squadron roster and they are conducting an intensive direct mail and personal contact program to build up the unit.

"Our primary aim is to find and recruit former Marines with experience in this field," Maj Rolfes said. "At least 25 per cent of our personnel should have a solid background with whirlybirds in order to effectively train recruits who have no experience or mechanical skills.

"It may take a lot of leg work and letter writing, but we'll find them and recruit them, too," he added.

The Grosse Ile helicopter unit uses HUP-2 'copters to accomplish its mis-

sion of light transport, search and rescue. The pilots need 80 hours of flight time (either as pilots or co-pilots) to meet the annual training requirements. They are also required to put in at least 60 hours of ground training. The flight syllabus includes vertical take-offs and landings; forward, side-wise and backward flights; jump take-offs; auto-rotations (emergency landings); and six hours of familiarization night flying. The squadron also practices basic weight lifting with dead and live weights; formation flying and rough-area landings.

The chopper squadron conducts "dry run" sea rescues from nearby Lake Erie, stranding one or two men on a rubber raft and lifting them to "safety" with a harness and hoist. Every man in the squadron is thoroughly checked out in operating the hoist and has been hoisted from the raft a few times, just to get "the feel" of the thing.

All of the unit's SAR missions haven't been dry runs. Last October, during an air-supported field problem held by Detroit's 5th Infantry Battalion, Toledo's 8th Infantry Battalion and the Essex and Kent Scottish Reserve Battalion, of Windsor, Canada, HMR-773 was called on to pick up and evacuate an injured Marine from the maneuver site. And, in November, when a Navy AD-2 made a crash landing near Fort Wayne, Ind., one of the squadron's choppers made a hurry-up run to the scene and rescued the uninjured pilots. It wasn't necessary to use the hoist in either case but the rough-landing practice came in handy.

The entire Marine Air Reserve operation at Grosse Ile is efficiently run and well coordinated. The Marine Air Reserve Training Detachment doesn't try

to run the whole show but it does help each unit to plan its operations and supervises execution of the overall training program.

LtCol Wood, Major Roger A. Stewart, the detachment's executive officer, and SgtMaj Anthony E. Goedge oversee all phases of each unit's operation and coordinate the Marines' activity with that of the Navy units which use the Grosse Ile installation. This sometimes takes a bit of doing since the package of aircraft used by the VMA squadrons and the helicopters assigned to HMR-773 are also flown by Navy Reserve Squadrons. Hangars and maintenance facilities are also shared. Conflicting training schedules and flight operations are resolved on a "give a little, get a little" basis.

The Michigan assignment has been SgtMaj Goedge's first experience with Reserve units but the Marine Corps' Air Reserve Program is not new to LtCol Wood or Maj Stewart. LtCol Wood was assigned to the staff of the Marine Air Reserve Training Command at Glenview, Ill., when the Air Reserve Program got underway in 1946, and he spent three years helping to organize new squadrons and plan a comprehensive training program.

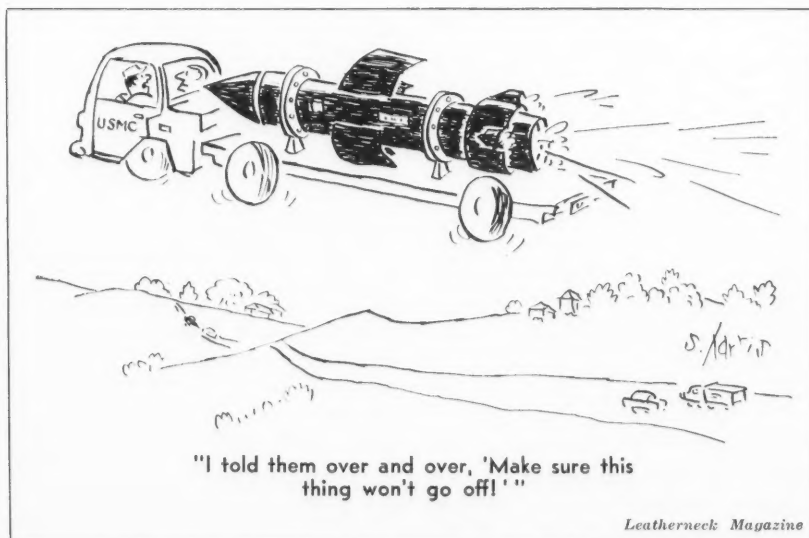
Maj Stewart helped to activate the Marine Air Detachment, NAS, Lincoln, Neb., and served as the executive officer for the MARTD, Anacostia, Washington, D. C., before reporting to Grosse Ile last August. Both officers agree that the Air Reserve Program has come a long way and there have been a lot of changes since those days in the late '40s.

But one thing has not changed—the economy and efficiency of the Marine Air Reserve Training program. It costs many thousands of dollars to train a pilot to fly today's modern aircraft. When the pilot returns to civilian life, after three years or so of active duty, the government's investment in him could be lost. He can maintain his proficiency in a Reserve squadron for a fraction of his original training expense.

As for efficiency, who could find fault with the record of the Marine Corps Air Reserve during the Korean conflict? At one time, more than 50 per cent of the Marine pilots and aviation enlisted men were activated Marine Air Reservists. They compiled an enviable record in the air and on the ground.

In combat, the difference between good training and *almost* good training may mean the difference between survival or failure. Grosse Ile's Marine Air Reservists are receiving vigorous and thorough training. If Condition Red should sound in America, the Marine Air Reservists will be ready . . .

END



"I told them over and over, 'Make sure this thing won't go off!'"

Leatherneck Magazine

## SOUND OFF

[continued from page 15]

retirement—just as though it had been served. This is taken from a recent publication.

Question: Does the whole year count from the two-year enlistment or just a few months of that year? If the year does count, is the retainer pay the same as though it were a 19½-year retirement?

My 20 years of active service will be up in January, 1961. I have planned on going out on 19½ years' service in August, 1960, but under this law can I retire in August, 1959, as though it was a regular 19½-year retirement.

Further, since I had 14 years commissioned service, can I retire under the old law which stated "if commissioned 10 or more years, a person retires at the highest rank held"?

AMSgt C. A. Trickey  
USMC Recruiting Sub-Station  
Post Office Building  
Norwich, Conn.

● Separation and Retirement Branch, HQMC, said this:

"The Comptroller General of the United States has held that the Act of August 22, 1912, 37 Statute 331, authorizing the discharge of enlisted men of the Navy within three months before the expiration of their enlistment without prejudice to any right, privilege, or benefit to which they would otherwise have if serving the full term of enlistment is not applicable to the Marine Corps. (4 Comp. Gen. 94, 95, 96, decided July 19, 1924) Therefore, there is no legal basis to reconstruct AMSgt Trickey's active duty service for additional service credit on a short-term enlistment.

"Under the provisions of Title 10, U. S. Code 6151, each member, other than a retired member, of the Navy or the Marine Corps, shall, when retired, unless entitled to a higher grade, be advanced on the retired list to the highest grade in which he served satisfactorily as determined by the Secretary of the Navy."—Ed.

### ARTILLERY UNITS REORGANIZED

Dear Sir:

While I was on active duty in the Marine Corps, I was stationed on Okinawa and served with the Third Marine Division. My outfit was Kilo Battery, 4th Battalion, Twelfth Marines.

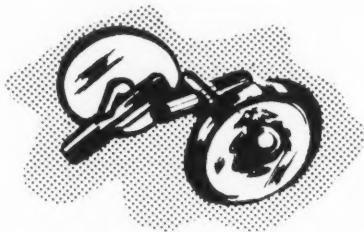
I have heard rumors that the 4th

Battalion is no longer a 155-mm. howitzer outfit. Is this correct?

Howard W. Kennedy  
2805 "D" Ave.

New Castle, Ind.

● You are correct. The 155-mm. howitzer has been eliminated from the division artillery regiment. Under the newly reorganized combat structure of the Marine Corps, the 155-mm. howitzers have been assigned to the Force Troops supporting units.—Ed.



### FRENCH CUFF SHIRTS AND LINKS

Dear Sir:

Just two short questions: 1. How

may one order or purchase the newly authorized Staff NCO French cuff shirts and cuff links?

2. How may one request duty with the division or Force Reconnaissance outfits? May a Staff NCO request such duty other than through his fitness reports?

AGySgt Donald E. Guard  
USMC Sub-District Recruiting Station  
Room 30, Court House  
Columbus, Ind.

● The new, optional, French cuff shirts, which are worn with special cuff links and tie bar, are not stocked or issued through the Marine Corps supply system. They are available in the Marine Exchanges.

The regulation French cuff shirts of tropical garrison material are manufactured by the Creighton Shirt Co., New Haven, Conn. The cuff links and tie bar are made by Hilborn-Hamburger, Inc., 15 East 26th St., N. Y. 10, N. Y.

A letter of request, addressed to the Commandant of the Marine Corps,  
(CONTINUED ON PAGE 83)

# ENJOY . . .

Leatherneck the year 'round.

REGISTER A SUBSCRIPTION

☐ New Subscription

☐ Extend my present subscription  
for the period checked

☐ 1 Year . . . . . \$3.00  
(Newsstand Cost 3.60)

☐ 3 Years . . . . . \$7.50  
(Newsstand Cost 10.80)

☐ 2 Years . . . . . \$5.50  
(Newsstand Cost 7.20)

☐ 4 Years . . . . . \$9.00  
(Newsstand Cost 14.40)

☐ Remittance Enclosed

☐ Bill Me Later

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

Mail To: LEATHERNECK Magazine  
P.O. Box 1918  
Washington 13, D. C.

# We-the Marines

Edited by AMSgt B. M. Rosoff



Official USMC Photo

The oldest living Marine Corps Aviator, Col F. T. Evans, USMC (Retd) recently visited the pilots

of VMF-235, MAG-32, MCAAS, Beaufort, S. C., where his son is serving as an AF exchange pilot

## Oldest Marine Aviator

Colonel Francis T. Evans, USMC (Retd), the oldest living Marine Corps aviator, met the new breed of supersonic pilots at MCAAS, Beaufort, S. C., recently.

Col Evans received his basic officer's training at Parris Island in 1909. He was the fourth aviator in the Marine Corps and the 26th to be trained by the Navy at Pensacola, Fla.

He attended flight training in 1915,

and flew the early bamboo and wire machines along with his famous contemporaries of the Navy and Marine Corps: Geiger, Cunningham, Reid, Sauffley, Cabiness, Michner and Corry.

Col Evans won the DFC in 1916 when he became the first pilot to loop a seaplane, despite the fact that the experts said it couldn't be done.

The colonel's son, Captain D. K. Evans, USAF, is serving with VMF-235 (MCAAS, Beaufort) on exchange duty.

ISO, Second MAW  
MCAAS, Beaufort, S. C.

## Women Marines Director

Colonel Margaret M. Henderson was named to succeed Colonel Julia E. Hamblet as Director of the Women Marines. General Randolph McC. Pate, Commandant of the Marine Corps, announced the new assignment on the Women Marines' 16th anniversary.

Col Henderson was promoted to her present rank when she assumed her new duties on March 1. She served as Head, Women's Affairs Section, G-1, Head-





Official USMC Photo

CMC pinned eagles on Col M. Henderson when she relieved Col J. Hamblet as Director of WMs



Official USMC Photo

HMI M. Moore and PFC T. Crowley prepared ACpl M. Donat for the "heat stress" test chamber

quarters Marine Corps prior to her current assignment.

Col Hamblet had served as Director of Women Marines since May 1, 1953. She has been assigned to the Staff of the Commander-in-Chief, NATO Forces, Southern Europe in Italy.

OPI Department of Defense

## Top Condition

Six Marines from the Marine Corps Base, Camp Lejeune, N. C., took part in recent heat-stress tests for the Naval Medical Field Research Laboratory at the University of North Carolina.

Volunteers for the tests were ASSgt Darrell A. Cusick (NCO-in-Charge), ASgts Joseph J. McDowell, Terence L. Moore and Harvey H. Woods, and ACpls Michael E. Donat, Eugene E. Flores and Donald J. Ganziano.

Object of the two-week study was to determine to what degree armored vests, newly developed by the research laboratory, affect the performance of combat Marines operating in hot, humid weather. To simulate a tropical climate, the tests were conducted indoors under carefully controlled conditions.

Preliminary analysis of the test data indicated that the assault garment (armored vest) did not significantly decrease the performance of the Marines at the temperature and humidity used in the tests.

The combat-equipped Marines were individually tested in a specially constructed "heat chamber" which has been in use several years at the University of North Carolina. In the chamber was a treadmill, which, for this project, was set at a slight incline and operated at

about 3.5 miles per hour. After preliminary conditioning, the men walked the treadmill 45 minutes each time they entered the chamber.

The men were tested with and without equipment at temperatures ranging from 80 to 95 degrees. Humidity, however, was kept at 75 per cent. Electronic equipment, wired to the Marines'

bodies, measured skin and body temperatures. In addition, chemical tests were made to indicate overall body stress.

The volunteer Marines carried a load of 54 pounds, which included their clothing, two full canteens, ammunition, rations, entrenching tool, extra clothing, rifle, helmet, and the assault garment.

**TURN PAGE**

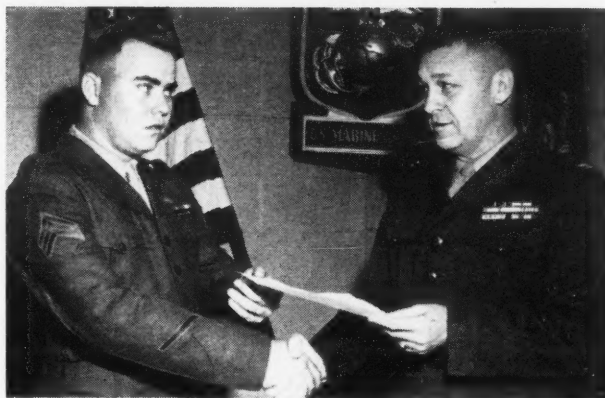


Official USMC Photo

Marines from Camp Pendleton's Staging Regiment boarded Landing Craft, Medium, at the newly built boat basin, Camp Del Mar, Calif.



Reckless, the famed mascot of the Fifth Marines, posed with her new colt at Camp Pendleton, Calif.



ASgt G. E. Holley, the 700,000th enrollee at MCI, was congratulated by his CO, Colonel H. Cooper

## WE—THE MARINES (cont.)

The 15-pound garment, a combination of body armor and a load-carrying system, was used in place of the standard "USMC armored vest" and pack equipment.

Outside the chamber, the subjects' lives were regimented but undemanding, according to laboratory officials. They were permitted to eat what they pleased, but were required to consume at least 4000 calories a day. During "off" hours they swam in the pool or played basketball. They were required to be in bed by 10:00 p.m.

The study was directed by Lieutenant Commander J. J. Martorane, USN, head of the Physiology division at the Naval Medical Research Laboratory, and Professor C. S. Blyth, Fatigue Laboratory Director, University of North Carolina.

ISO, Marine Corps Base  
Camp Lejeune, N. C.

## Boat Basin

Marine Corps Base, Camp Pendleton, Calif., put into operation another facility recently when a replacement draft embarked by troop transport for the first time from the newly constructed Boat Basin at Camp Del Mar. The draft consisted of personnel bound for duty in Japan and Okinawa.

Thousands of dollars and numerous man-hours will be saved as a result of the new procedure. During the first loading exercise, approximately 700 men embarked from the boat basin in little more than an hour. It is anticipated that a large replacement draft of 1800 to 2200 men can be loaded within six hours.

Base Information Section  
Camp Pendleton, Calif.

## 700,000 Enrollees

ASgt Glen E. Holley became the 700,000th enrollee at the Marine Corps Institute by a chance selection. The sergeant's application was picked at random from a stack of approximately 50 others which reached MCI at the same time.

Holley's selection represents the mathematical milepost which marks almost 39 years of progress at the Marine Corps Institute. He also typifies the more than 33,000 Marines now enrolled with MCI.

At present, ASgt Holley is a member of Engineer Maintenance Company,

Material Supply and Maintenance Battalion, Second Force Service Regiment, FMF, Camp Lejeune, N. C.

Service Information Section  
Marine Corps Institute

## Reckless

Reckless, famed First Marine Division mascot, and probably the world's most storied non-racing horse, foaled her second colt March 2, 1959, at Camp Pendleton, Calif.

The Mongolian mare gained her fame by carrying ammunition for the Fifth Marines during the Korean Conflict. Mother and son are "doing fine."

ISO, First Marine Division



AMSgt W. Johnson showed Cdr W. Tanner, Capt J. Orr, how he broke academic records at Naval Air Technical Training Unit, Olathe

## New Record

AMSgt Wesley D. Johnson recently established a new record of academic achievement for the Air Controlman (Tower) Course at the Naval Air Technical Training Unit, Olathe, Kan. He ranked first in a class of 12, with an all-time high average of 98.5 per cent.

Six weeks later, AMSgt Johnson completed the Ground Controlled Approach Controllers Course with an average of 93.3 per cent—first in a class of 14.

He is assigned to the Marine All-Weather Fighter Squadron 542, Third Marine Aircraft Wing, MCAS, El Toro, Calif.

U. S. Naval Air Technical Training Unit  
Olathe, Kan.



Official USMC Photo

ACpl J. Higgins, MAG-11, was responsible for this contraption

## Photography Contest

Finals of the Eighth Interservice Photography Contest will be hosted by the U. S. Marine Corps at the Marine Barracks, 8th and Eye Streets, Washington, D.C., June 9, 1959.

The contest provides for entries in two groups—Group I, black and white photographs, and Group II, color transparencies. Each group is divided into five categories: (1) Portraits, (animals may be included); (2) Sports and action; (3) Military life, (unofficial photographs); (4) Scenic, (marine industrial, architectural, etc.); and (5) Experimental, (abstracts, colleges, etc.).

Only black and white photographs and color transparencies taken on or after June 1, 1957, are eligible. No official Marine Corps photographs will be considered. Additional details may be found in Marine Corps Bulletin 1700 of January 12, 1959.

HQMC, Division of Information  
END

## FEBRUARY CRAZY CAPTION WINNER

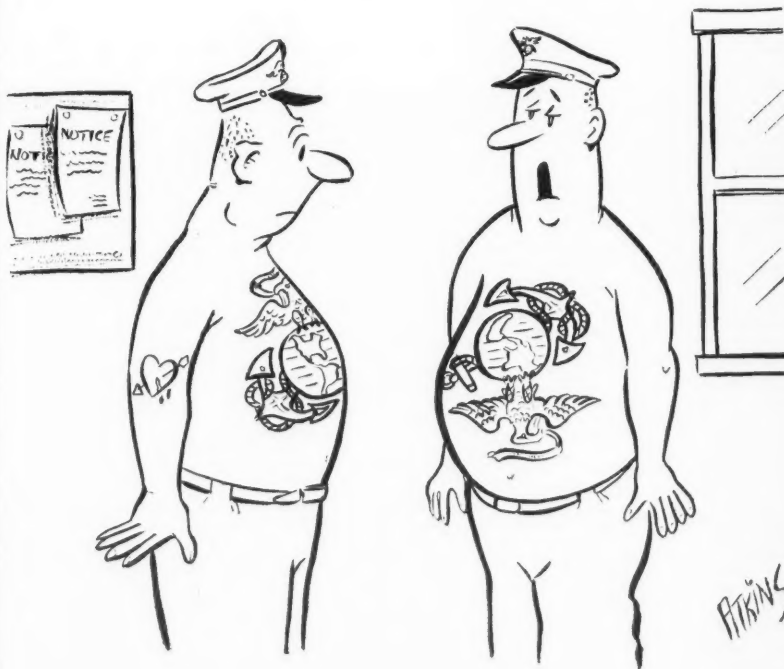
Submitted by  
ASSgt R. D. Schoonover, USMCR  
Fairfax Police  
Cincinnati 27, Ohio

"You'd worry, too, if you'd  
lost a tank."



Here's another chance for readers to dream up their own Crazy Captions. *Leatherneck* will pay \$25 for the craziest caption received before July 1. It's easy. Think up a crazy caption for the cartoon below, print it on the line under the cartoon and fill in your name and complete address. Tear out the cartoon and coupon and mail to *Leatherneck Magazine*, P.O. Box 1918, Washington 13, D.C.

The winning caption will be published in the August issue.



NAME .....  
ADDRESS IN FULL .....

559



# SPORT SHORTS

by AMSgt Woody Jones

Leatherneck Sports Editor

## NAMES IN SPORTS

**Otto Graham**, who attained fame as the quarterback of the Cleveland Browns' football team, has been named head football coach and athletic director at the Coast Guard Academy . . . **Thomas A. McGillicuddy** recently received his basic training at the Marine Corps Recruit Depot, Parris Island, S. C. He's a grandson of **Connie Mack**, baseball immortal.

**Bill Eastburn**, Hawaii Marine sports publicist, received orders to recruiting duty in Louisville, Ky. . . . **Floyd Patterson**, the present heavy-weight champion of the world, is one of 20 former Golden Glove fighters to become a world champ . . . **Dayton "Rusty" Gates**, long-time Marine Corps outfielder, is the new coach of the Parris Island baseball team.

A third consecutive 11th Naval District wrestling championship was won

by **Terry Tiernan**, Camp Pendleton, Calif., 114.5-pounder . . . **Jack Sullivan** scored 50 points for the Quantico, Va., Marines when a Fort Lee, Va., 25-game winning streak was broken. It was only the second loss for the soldiers in 42 games, over a two-year period.

In Hawaii, **Joseph J. Turk** outshot all Marine intramural marksmen with the service rifle and pistol, won a replica (for his permanent possession) of the **Vernon E. Meggee Trophy** . . . **"Bull" Trometter**, who led the San Diego Marines to an 87-7 record and three championships last year, is again the team's baseball coach.

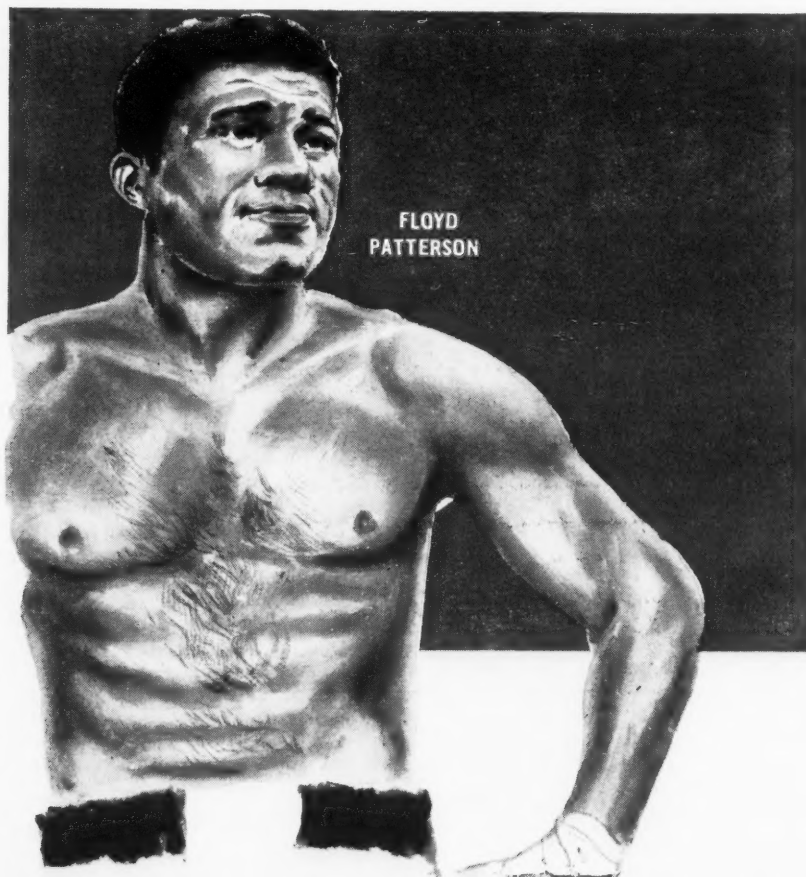
At the El Toro, Calif., Marine Corps Air Station, **Robert G. Biers** captained the H&MS-33 softball team, which had a 21-1 record, won the station intramural title . . . **Dave Peterson** won two matches, in the 137- and 147-pound classes, as the Camp Lejeune, N. C., Marine wrestling team defeated Virginia State College.

The Hawaii Marines won the Territorial AAU wrestling championship for the third straight year. Winning Marines: **Gil Sanchez**, **Bert Corr**, **Ed Corr**, **Kermit Ashley**, **Earle Perillo**, **Bill Frank** and **Dave Acker**. Six men from the same team also won Oahu novice titles. They were **Ron Reynolds**, **Floyd King**, **Joe Wisniewski**, **Bob Dormer**, **Phil Harris** and **Acker**.

At Camp Lejeune, **James Allen** and **Ed Smith** starred as the Second Regiment won its third consecutive Second Marine Division basketball championship . . . **James Basil**, **Paul Williams**, and **Theron Donohue** led Headquarters and Service Battalion to an intramural billiard championship at Parris Island.

Intramural bowler **"Corky" Cornelison**, Headquarters and Headquarters Squadron, El Toro, set a new league high individual game and high individual series with respective 228 and 601 scores . . . For opening-day baseball ceremonies at the San Diego Marine Corps Recruit Depot, former major leaguer and home run swatter, **Ralph Kiner**, was scheduled to be the lead-off batter, with the Depot's Commanding General, MajGen **Thomas A. Wornham**, trying to throw one by Kiner from the pitcher's mound.

**Hap Spuhler**, whose Hawaii Marine baseball team will host the 1959 All-Marine tournament in Honolulu Stadium, has three returning vets.



shortstop **Rudy Faust**, third baseman **Butch Grubbs** and left-handed pitcher **Don Firth**. . . **Bob Dee**, former Holy Cross and Quantico Marine end, has turned down a raise, quit the Washington Redskins' football team, to be an assistant coach at his alma mater.

**Frank Beach**, Headquarters Battalion, Second Marine Division, Camp Lejeune, bowled a 191.2 average, led the Division No. 1 team to the Quad-Command championship. Beach's teammates: **Pappy Stubbs**, **Doe Stahl**, **Bill Schmidt**, **Bill Wooten** and **Ron Hutchens**. . . In Hawaii,

**Mae Bolten**, **Barney Brown**, **Delores Economy**, **Helen Wayne** and **Jean Russell** won individual honors in a Staff NCO Wives' bowling conference.

The new checker champion at the Marine Corps Auxiliary Air Station, Beaufort, S. C., is **Vernon L. Clark**. . . At Iwakuni, Japan, **Ray Smith** was elected president of a rapidly growing archery club.

At Camp Pendleton, **Don Thompson** starred as the 3d Battalion won the Eleventh Marines' regimental basketball title. . . **D. D. Grunwald** had a 617 series for the San Diego Ma-

rines, who defeated the El Toro Marines three straight in bowling.

El Toro's **Frank Wisniewski** (VMA-223), a golfer since 1935, got his first hole-in-one on the 201-yard fifth hole of the local course. It was also the first ace of the year at El Toro.

## ASSORTED NOTES

From "Sport Scope," in **The Pendleton Scout**: "If you wish to be happy for an hour, get intoxicated. If you wish to be happy for three days, get married. If you wish to be happy forever, learn to fish."

In the future, rapidly moving targets may be scarce for local golfers at the Marine Corps Air Station, Kaneohe Bay, Hawaii. A station bulletin has forbidden cross-country runners from doing road work on the golf course.

Those who have, get. At Beaufort, S. C., one officer intramural basketball team was undefeated, and led the league. Another officer team was looking for its first win, after five games.

**Max Baer, Jr.**, boxing in a dual meet for Santa Clara College against Stanford, was stopped in the first round. . . Niagara and Providence Colleges, selectees for the National Invitational Basketball Tournament, were both defeated, by narrow one-point margins, by the Quantico Marines, All-Marine champions.

The Camp Lejeune basketball team defeated the Service Forces, Atlantic, 62-52, won the Atlantic Fleet Championship.

END



## TYPHOON

[continued from page 51]

The second navigator lifted an eyebrow skeptically. "You're sticking your next out, pinpointing a reef that's only a couple miles across with nothing but a Loran line and a celestial spot shot to go on. In navigation school Lieutenant Biggs told us we couldn't trust a spot shot."

Nervous tension was beginning to tell on the navigator. "Lt Biggs couldn't find his way from San Diego to Los Angeles with a street car and a road map! And this isn't school. . . we can't tear up the chart and start

again tomorrow! We have to make the best of what we have and if it isn't good enough it's a helluva long swim home!

"Sure Ujelang's just a tiny speck, but we've got a layer of clouds beneath us and they can't prove we didn't pass over it; meanwhile, those pilots are happy knowing exactly where we are. If they thought I was lost there'd be nobody flying the plane—they'd all be trying to navigate for me."

The navigator worked again with his Loran. He peered out of the astro-dome. He could finally see moonlight behind a layer of cirrus clouds—if they'd only break a bit so he could get an accurate three-star fix. He glanced below. The protective layer of undercast was gone; a few stray cumulous clouds floated white against a black sea.

The copilot reached back, tugged at his pants leg; the navigator jumped down and leaned into the cockpit. "There she is," exclaimed the copilot, "right on schedule!"

"Very accurate navigation," the general commented.

The moon broke clear of the cirrus clouds and lit up the ocean. The navigator gazed lovingly at the tiny reef, set like a jewel in the ring of phosphorescent breakers. Tonight Ujelang was undoubtedly the most beautiful island in the Pacific.

He made out a new heading for Kwajalein, moved back to the navigation table and sat down wearily. The radio operator tapped him on the shoulder. "I just raised Kwaj—they want a position report—got one ready?"

The navigator grinned. "You bet!"

END

# Transfers



Each month *Leatherneck* publishes names of the top pay grade personnel transferred by Marine Corps Special Orders. We print as many as space permits. These columns list abbreviations of both old and new duty stations. This feature is intended primarily to provide information whereby Marines may maintain a closer contact with this important phase of the Corps.

This listing is for information purposes only, and is NOT to be construed as orders. It is subject to HQMC modifications.

## E9

DAILEY, Joseph W (0399) 1stMarDiv to 6thInfBn  
HOWARD, Ralph E (0399) 2dMarDiv to 11thInfBn  
LAKE, Wayland (0399) 6thInfBn to 2dMarDiv  
MACHLAN, William D (1899) 3dMarDiv to MCB CamPen  
SANDORELLO, Louis (0399) MCSC Barstow to 1stMAW  
SNYDER, Eugene W (0399) 1stMAW to 1stMarDiv  
WILSON, Robert E (0799) 3dMarDiv to MCB 29 Palms

## E8

ALASEVICH, Robert L (0798) 3dMarDiv to MCS Quant  
CARL JR, Clement C (1898) 3dMarDiv to ForTrps CamLej  
MUGFORD, John F (0141) 2dMarDiv to 11thInfBn  
YANOVITCH, William J (0398) 1stMarDiv to MB NS S Fran

## E7

AGUILAR, Antonio (6412) 1stMAW to MAG-32  
ANGOTTI, Randolph (3537) 2dMarDiv to MCS Quant  
ARMSTRONG, Charles R (6613) MAD MIs to MCAS EIToro  
BARROW JR, Clayton R (4312) 4thMCRD to HQMC  
BEASLEY JR, William J (3049) H&SBn FMFPac to MCSA Phila  
BEGGS, Gary H (0369) 86thInfCo to 1stMarDiv  
BODNAR, Stephen A (6513) 2dMAW to MCAS EIToro  
BROWN, Phillip B (1381) 3dMarDiv to 2dMarDiv  
BUSCH, Charles F (2131) ForTrps FMFLant to ForTrps 29 Palms  
BYARS, Raymond B (0811) 3dMarDiv to 1stMarDiv  
CARR, Raymond B (2529) 1stMarDiv to H&SBn FMFPac  
CASELLI, Theodore M (0369) 3dMarDiv to 57thInfCo  
CROSBY, Jack R (3516) MCS Quant to MB 8th&Eye WashDC  
DALBY, Delmer M (0141) HQMC to MCB CamPen  
DE LOACH, Jack P (0369) 4thRIICo to 2dMarDiv  
DUNDEK, Clarence A (0141) 4thMCRD to MCS Quant  
FAIRMAN, Ralph H (6412) 3dMAW to MCAS EIToro  
FARR, Bernard E (5519) 1stMAW to MCB 29 Palms  
FLANAGAN, Philip E (3049) 2dMarDiv to HQMC  
FRYER, Rex C (3421) Bridgeport Calif to MCB CamPen  
GAGNON, Rudolph A (6413) MCAS Cher Pt to MCAS EIToro  
GAYNOR, James T (1381) HQMC to 2dMarDiv  
GRIFFIN, Arthur E (3051) ForTrps FMFPac to MCRD SDiego  
HANVILLE, Robert R (6613) MAD Pt Mugu to MCAS EIToro

HARE, Noel E (6511) MCS Quant to MCAS EIToro  
HARFORD, Donald E (3071) 1stMAW to MAG-32  
HEATHCOCK, James B (2529) Bridgeport Calif to MCB CamPen  
HOLDGRAFER, Raymond H (6413) MCS Quant to MCAS EIToro  
HOLLAND, Albert L (3049) MCSC Barstow to H&SBn FMFPac  
HOLT, Paul S (0141) 1stMAW to MCB CamPen  
HRAPOSKY, Thomas T (0369) 2dMarDiv to MB NB Earle NJ  
HUEY, Harold E (3049) ForTrps FMFLant to HQMC  
JONES, Carl E (2311) 1stMarDiv to ForTrps 29 Palms  
JONES, Theodore R (6413) MCAS Cher Pt to MCAS EIToro  
KERRIDGE JR, John (0369) 10thInfCo to 2dMarDiv  
KILLOUGH, James R (0849) 1st ANGILCO to ForTrps CamLej  
KING, James O (2645) HQMC to 1stMarDiv  
KLINGER, Donald W (0141) 11thInfBn to 2dMarDiv  
KNAPP, Edward E (4111) H&SBn FMFPac to 1stMarDiv  
KULIKOWSKI, Leopold A (3049) MCSC Barstow to 1stMarDiv  
LAFONTAINE, Douglas W (0141) 3d MAW to MCRD SDiego  
LAWTON JR, Fred (2561) 1stMAW to 3dMAW  
LIMPACH, Ralph L (0161) 2dMarDiv to MCRD PI  
LINDSEY, George C (1841) 3dMarDiv to 1stMarDiv  
LOHMEYER, Raymond W (0369) HQMC to 2dMarDiv  
LYKENS, Robert F (0369) 84thInfCo to 2dMarDiv  
LYNK, Howard E (7041) MCAF New River to MCAS EIToro  
LYONS, Stanley T (2529) 1stMAW to 1stMarDiv  
MARLOW, James C (4611) 1stMAW to 2dMAW  
McELWEE, Phillip A (3071) 1stMAW to 3dMAW  
McKEE, Robert "A" (0141) 1stMAW to 2dMarDiv  
McKELVEY JR, Clarence W (3537) 1stMarDiv to 1stMarDiv  
MERTES, Herbert R (3071) 1stMAW to 3dMAW  
MEYER, Robert J (0369) 2dMarDiv to 5thTrkCo  
MILEY, John L (6413) MCAS EIToro to EIToro FFT  
MOORE, Thomas E (6511) AirFMFPac to MCAS EIToro  
MUSKETT, Virgil D (3371) 1stMAW to ForTrps CamLej  
MUSSELWHITE, Edward L (4611) 1stMAW to 3dMAW  
NEFF, James G (3049) MCSFA S Fran to MCSC Barstow  
O'CONNELL, George A (0141) 2dMAW to HQMC  
OLIVER, Scotia D (0369) 57thInfCo to 1stMarDiv  
RANGE, Hiram S (0141) HQMC to 1stMarDiv  
REED, Joe W (1381) 2dSPGruCo to 2dMarDiv  
ROBINSON, William A (6631) MAD Jax to MCAS EIToro  
ROGNIE, Milton L (0141) MB NB Subic Bay to 1stMarDiv

ROUSSEAU, Max (0141) 1stMAW to FMFPac 29 Palms  
SCHIAVONE, Frank (0369) 9thMCRD to 1stMarDiv  
SCHIMMEL, Lester L (3049) 1stMAW to HQMC  
SCHWINGDORF, Leonard F (3051) MCB CamLej to MCSC Albany  
SHARMAN, Howard J (6413) 2dMAW to MCAS EIToro  
SILVIA, Earl F (3421) 12thMCRD to 3dMAW  
SIMPSON, Joseph W (3049) 2dMarDiv to HQMC  
SMITH, Charles H (3049) MCSC Albany to Ft Belvoir Va  
SMITH, Maynard E (3071) 1stMAW to 3dMAW  
SMITH, Robert R (6715) NATTU Olathe Kans to MCAS EIToro  
SNYDER, Arthur E (0369) 2dMarDiv to MB NB Subic Bay  
SPELL, Fred C (0369) 58thInfCo to 1stMarDiv  
STARR JR, Frank B (4111) MCB Quant to 2dMAW  
STEWART, William W (6661) NATTU Olathe Kans to MCAS EIToro  
TOTH, Julius C (3049) 75thInfCo to ForTrps 29 Palms  
VOAKLANDER, Archie (3049) HQMC to 1stMarDiv

WHITAKER, Robert C (0141) 11thInfBn to 2dMarDiv  
WILSON, William W (0141) 1stMAW to MCB CamLej  
WINTERS, Ellsworth E (2529) 3dMAW to H&SBn FMFPac  
WITHROW, Delmar D (0369) 16thRIICo to 2dMarDiv  
BARELLA, Vincent (3049) 1stMarDiv to MB NOTS China Lake

## E6

ADDIS, Clifford E (1169) 3dMarDiv to MCB 29 Palms  
AINES, Maxwell L (3537) MCS Quant to MCRD PI  
ANDERSON, James N (0141) 4thMCRD to MCB CamPen  
ARCHER, William H (1169) 2dMarDiv to MB NSYd Portsmouth  
ARMSTRONG, Neil E (0369) 1stMarDiv to NAS Miramar  
BARNETT JR, Lonzo M (0369) 1stMarDiv to HQMC  
BARNUM, Edward M (4312/4631) NAS Dvr to MCB 29 Palms  
BASCO, Calude J (0141) 1stMAW to Coronado SDiego  
BATCHER, Robert C (4111) MCAS Kaneohe Bay to HQMC  
BEEN, Ernest R (6613) MAD MIs to 2dMAW  
BEIERMAN, Lavern J (6412/6413) 1stMAW to 3dMAW  
BINKO, Stanley (3061) 1stMAW to MCAS CherPt  
BLOMBERG, Robert E (0369) 1stMarDiv to 58thInfCo  
BLUM, LeRoy J (1371) 3dMarDiv to MAG-32  
BOYLE, Thomas P (6614) MCAS CherPt to MCAS EIToro  
BRAGG JR, Lamar H (0369) 2dMarDiv to MCRD PI  
BREZINA, Richard G (4111) MCB CamLej to MCAS Kaneohe Bay  
BROWN, William A (1371) 3dMarDiv to MCB CamPen  
BURT, George E (0369) 37thInfCo to 1stMarDiv  
CARR, Herman (6661) MCAS CherPt to MCAS EIToro  
CAVES, Raymond L (3049) 3dMarDiv to HQMC  
CAZAD, Bert T (3049) MCS Quant to HQMC  
CHUMNEY, Rex A (1841) 3dMarDiv to 1stMarDiv  
CLAGG, Cameron A (6511) 1stMAW to 2dMAW  
CLEERE, Claude W (3537) ForTrps FMFLant to MCS Quant  
CLEMMONS, Billy G (3071) 1stMAW to 2dMAW  
CONERLY, Frank W (0811) 3dMarDiv to 1stMarDiv  
COOPER, Eldon L (1861) MCS Quant to ForTrps CamLej  
CORDEIRA JR, Michael (1381) 3dMarDiv to MCS Quant  
CORRIHER, Charles R (3049) 22dRIICo to MCB CamPen  
CUPPLES, Edward M (3371) MB NB Phila to ForTrps FMFLant  
DAGENAIS, Philip L (4631) MCRD PI to H&SBn FMFPac  
DAVIS, Aiden A (6412/6413) 1stMAW to NAS LosAlamos LBeach  
DAVIS, Sidney B (0369) 2dMarDiv to 8thRIICo  
DEL MONACO JR, Tommaso (3537) MCS Quant to ForTrps CamLej  
DEMBROWSKI, William (1841) MCSC Albany to ForTrps CamLej



"... Paris is nice to visit, I suppose, but I certainly wouldn't want to live there!"

*Leatherneck Magazine*



DESSER, George I (1371) 3dMarDiv to MCB CamLej  
DITTMAN, Frank L (3516) MCSA Phila to 2dMarDiv  
DORSE, Gunther (0369) 3dMarDiv to MCRD PI  
DONALDSON, Robert F (1841) MCSC Albany to ForTrps CamLej  
DONATELLI, Biagio (0369) 69thInfCo to 2dMarDiv  
FATE, William W (2771) 2dMarDiv to MB 8thAerBn Wash DC  
FICZKO, Robert R (0369) 2dMarDiv to 98thInfCo  
FINCH, Paul F (3049) MCSC Barstow to 1stMarDiv  
FLURRY, Coy L (0141) 3dMarDiv to MCB CamLej  
FLYNN, Thomas J (6511) 3dMAW to NOTS China Lake  
GARRISON, Calvin B (6511) AirFMF-Pac to MCAS EIToro  
GODFREY, Benjamin L (3049) 1stMarDiv to 14thInfCo  
GOFTON, Gerald A (6441) 1stMAW to MCS Quant  
GREEN, Jack C (0761) 3dMarDiv to ForTrps 29 Palms  
GROSS, John B (0369) 2dMarDiv to MB Subb Nlon  
GUAY, Lucien D (3211) ForTrps FMF-Pac to MCSC Barstow  
HAMMOND, Robert R (3537) ForTrps FMFLant to MCS Quant  
HAUGHT, William G (2561) 1stMAW to ForTrps CamLej  
HAWLEY, Bryan G (7041) 2dMAW to MCAS EIToro  
HECKENDORN JR, Clyde E (1169) 1stMAW to MCB 29 Palms  
HENDRICKSON, Rodney V (6413) MCAS CherPt to MCS Quant  
HENRY JR, Carl E (0369) MCS Quant to HQMC  
HETRICK, Robert M (3516) MCSC Phila to ForTrps CamLej  
HILL, William H (2771) 1stMarBrig to ForTrps CamLej  
HIRSCHFELD, Herbert W (2527) ForTrps FMFLant to MCS Quant  
HOLMAN, John H (1841) MCS Quant to ForTrps CamLej  
HOOD, Frank J (1833) MCS Quant to ForTrps CamLej  
HOOKS, Lucian P (3516) 3dMarDiv to 1stMarDiv  
HOOPER, Marion E (3371) 5thMCRD to MCRD PI  
JONES, Ivan F (0111) MCRD PI to 2dMAW  
JUEDEMAN, Charles W (3516) 1stMAW to 1stMarDiv  
KEANE, Thomas T (2511) 3dMarDiv to MCB CamPen  
KINSLOW, George C (0811) 8thMCRD to MCB CamPen  
KIRK, Harvey O (0369) 2dMarDiv to 69thInfCo  
KLIEFORTH, Robert A (0141) MCSC Barstow to HQMC  
KNIGHT, Charles E (1169) MAG-32 to ForTrps 29 Palms  
KUHN JR, Wilmer M (1169) New River NC to H&SBn FMFPac  
LAZERATION JR, James (6413) MCS Quant to MCAS EIToro  
LIPPOLD, James E (0141) HQMC to MCAS EIToro  
LITTLE, Robert J (1449) ForTrps FMF-Lant to HQMC  
LOVO, Donald L (3421) 3dMarDiv to MCB CamPen  
LOWE, Walter C (1371) 2dMarDiv to HQMC  
MARIOTT, Charles R (6727) 3dMAW to MCAS EIToro  
MARTIN, Donald J (0369) 3dMarDiv to MCRD PI  
MAULE, Douglas G (6412) MAG-32 to MCAS EIToro  
MCARTHUR JR, William J (3211) 3dMarDiv to MCB CamPen  
MCCLURE, Donald W (6613) MAD Mfs to 3dMAW  
MILLER, Daniel M (2639) 1stMAW to 2dMarDiv  
MORRIS, Atticus R (2131) 3dMarDiv to 2dMarDiv  
MURPHY, John A (3537) MCAF Santa Ana to MCB CamPen  
NASH JR, Carl M (7113) NAS Jax to 2dMAW  
NELSON, LeRoy L (3516) 1stMAW to HQMC  
NERECK SR, Benjamin J (4631) 3dMarDiv to MCRD SDiego  
NICHOLSON, Nick K (0741) 1stMarDiv to MCB 29 Palms  
NIEUWENHUIS JR, James H (3516) 1stMarDiv to HQMC  
NILSEN, Raymond E (5537) 3dMarDiv to 1stMarDiv  
O'DONNELL, William J (4111) MCRD PI to H&SBn FMFPac  
OEHRING, Frank L (3051) MCB CamLej to HQMC  
ORE, Howard B (1833) 9thMCRD to 1stMarDiv  
OVBEY, Thomas W (6413) 6thMCRD to 2dMAW  
PALMER, James M (1811) 3dMarDiv to MCB CamPen  
PAYNE, Lawrence W (0369) 21stInfCo to 1stMarDiv  
PEREZ, Arthur (0369) 2dMarDiv to MCRD PI  
PERIGO, Carl W (0369) 1stMarBrig to 1stMarDiv  
PERRY, Bert B (3537) 3dMAW to 1stMarDiv  
PETERSON, Elmer A (6413) 2dMAW to MCAS EIToro  
PITTMAN, David B (6413) MCAS CherPt to MCAS EIToro  
POUNDS, Robert L (1169) 2dMarDiv to MB NB Phila

POWELL, Robert H (0811) 2dMarDiv to HQMC  
PRICE, David L (4131) MCB CamPen to Bridgeport Calif  
PRINGLE, Doyle W (6614) MAD Mfs to 2dMAW  
QUINN, Norman (0369) 2dMarDiv to 104thInfCo  
REIGLE, William A (3071) 1stMAW to 2dMAW  
REINERT, Claude A (0411) 1stMarBrig to MCRD SDiego  
RENEAU, Albert P (1169) 1stMAW to ForTrps CamLej  
RICE, Donald W (0761) 1stMCRD to ForTrps 29 Palms  
RICHARD, Edward H (2131) MCS Quant to ForTrps 29 Palms  
ROBISON, James A (4111) MCS Quant to H&SBn FMFPac  
ST GERMAIN, Richard (3121) MCB CamPen to MCB 29 Palms  
SAWYER JR, Harry E (3049) MCB CamLej to HQMC  
SCARANGELLO, Anthony F (4111) MARPAC to MCS Quant  
SCHULZ, Richard W (0141) 1stMAW to MCS Quant  
SCHWARTZ, John C (6413) MCS Quant to MCAS EIToro  
SCHIMULUNAS, Arthur W (0141) 16thInfBn to 2dMarDiv  
SMITH, Lester W (0141) 1stMAW to MCB CamPen  
SMITH, Walter J (0751) 9thMCRD to MCB 29 Palms  
SPAETH, Raymond H (0141) 3dMarDiv to HQMC  
SRAMCIC, Daniel F (0369) 3dMarDiv to 86thInfCo  
STEBER, Edward C (0141) 1stMAW to MCRD PI  
STEELE, William J (0811) 3dMarDiv to 2dMarDiv  
STIKELATHER, James A (6713) MCAS CherPt to MCAS EIToro  
STONE, Thomas (6613) NAS Mfs to NAS So Weymouth Mass  
STROECKER, Carl F (3537) ForTrps FMFLant to MCS Quant  
TAYLOR JR, Robert L (0369) 2dMarDiv to MCRD PI  
THORPE JR, Raymond W (6413) MCB CamPen to 3dMAW  
TIDD, William C (4029) MCSC Albany to H&SBn FMFPac  
TOMASZEWSKI, Edward J (0141) 2dMarDiv to MB NavActy Spain  
TRAINOR, Robert C (3049) MCSC Barstow to 1stMarDiv  
TRUE, Julian M (3537) MCS Quant to 2dMarDiv  
WILKINS, Edgar B (1861) 3dMarDiv to ForTrps CamLej  
WILLIAMS, John O (1831) MCS Quant to ForTrps CamLej  
WILSON, Dennis W (0369) 3dMAW to HQMC  
WISSLER, Edward E (7141) 1stMarDiv to MCS Quant  
WORKMAN JR, George E (0411) ForTrps FMFLant to MB NB NorVa  
WRIGHT, Allan H (6511) 3dMAW to MCAS EIToro  
YARRINGTON, Charles M (6413) 2dMAW to MCAS EIToro  
ZOOK, George J (0811) 4thMCRD to MCB CamPen

E5

ADAMS, Albert A (4611) 1stMAW to 3dMAW  
ABRAMS, William T (1841) ForTrps FMFLant to MCSC Albany  
AINSWORTH, James J (3537) 9thMCRD to ForTrps 29 Palms  
AITKEN, Richard L (6441) HQMC to 3dMAW  
ALIFF, William T (6511) 1stMAW to MAD Jax  
ALLIO, Ronald J (3031) 1stMAW to FMFPac 29 Palms  
AMONG, Edwin E (6441) 1stMAW to MCAS CherPt  
ANDERSON, Betty L (3041) MCB CamPen to H&SBn FMFPac  
ANDERSON JR, Arleigh N (6641) MCAAS Beaufort to MCAS EIToro  
ANTHONY, Gerald E (2311) 3dMarDiv to ForTrps 29 Palms  
BALDWIN, Benjamin R (0369) 5thTrk-Co to 1stMarDiv  
BALOGH, James E (6621) MCAF New River to MCAS EIToro  
BEAL, James E (2336) MCB 29 Palms to 1stMarDiv  
BEAUFORD, Lawrence E (5711) HQMC to ForTrps CamLej  
BEAVER, Clifford J (4131) MCSFA SFrant to 1stMarDiv  
BENNETT, Donald R (1811) 3dMarDiv to 1stMarDiv  
BENNETT, James H (1371) 3dMarDiv to ForTrps CamLej  
BENSON, James D (3531) MCS Quant to 2dMarDiv  
BLAND, Carl T (2761) 1stMAW to MCRD SDiego  
BODE JR, Richard H (1841) 2dTkBn to ForTrps CamLej  
BOYER, Bernard G (0141) 3dMarDiv to MCRD PI  
BRADLEY, James L (1833) MB NB NorVa to ForTrps CamLej  
BRATCHER, Richard H (6671) 1stMAW to Pt Mugu Calif  
BREAM, Philip A (3041) 16thInfBn to MCB CamPen  
BROWN, Max R (0141) 1stAirDelCo to 1stMarDiv  
BUFKIN, Ralph E (3516) 3dMarDiv to ForTrps 29 Palms



"All I know, is last week he sent in his change of address coupon and . . .!"

Notify our Circulation Department of any change in your address. Use the coupon below. Mail to: LEATHERNECK, P.O. Box 1918, Washington 13, D.C.

Meanwhile, the Post Office will forward your LEATHERNECK to you without extra postage if your change of address is the result of official orders. File a change of address with the post office before you depart your old address.

## CHANGE OF ADDRESS

Name (print) \_\_\_\_\_

### NEW ADDRESS

Street \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

### OLD ADDRESS

(attach old address label if available)

Street \_\_\_\_\_

City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_

# TRANSFERS (cont.)

BURKHARDT JR, Glaser F (2111) 3dMarDiv to ForTrps 29 Palms  
 BUSCH, Ben H (1811) 3dMarDiv to 1stMarDiv  
 BUSCH, Howard W (2171) 3dMarDiv to ForTrps CamLeJ  
 CALLAHAN, George R (4131) MCS Quant to HQMC  
 CALLENDER, Kenneth M (2543) 1stMarDiv to 1stMarDiv  
 CALHOUN, Anthony W (3516) MCS Quant to 2dMAW  
 CAMPBELL, Thomas E (6481) MAD Mfs to 3dMAW  
 CARTER, Joseph M (0141) 1stAmTracBn to MCRD PI  
 CHACE, David V (3041) 1stMAW to MCS Barstow  
 CHIRAS, Thomas J (6613) MAD Mfs to 3dMAW  
 CHRISTENSEN, Andrew R (6411) 1stMAW to 2dMAW  
 CLERE, Jackie E (0761) 3dMarDiv to ForTrps 29 Palms  
 COATS, Arthur J (3071) 1stMAW to 3dMAW  
 COLLINS, Daniel J (0121) 1stMAW to MCS CherPt  
 COLLINS, Paul T (0369) 2dMarDiv to MB NB Subic Bay  
 CONSTANTINO, John J (0369) MB NSD Sfran to USS Hancock  
 COOK, Charles E (4131) ForTrps FMFLant to MB NB Subic Bay  
 CORVIN, Hilliard O (0369) USS Newport News to 2dMarDiv  
 COUNCE, Melvin L (4611) MCB CamPen to 3dMAW  
 CULBERTSON, Louis A (1841) MCS Quant to 2dMAW  
 CUMBERBATCH, Gilbert L (2511) 3dMarDiv to MCB CamPen  
 CURRAN, Francis X (2511) 1stMAW to 1stMarDiv  
 DARRACOTT, John F (0141) 1stMAW to ForTrps 29 Palms  
 DAVIDSON, Harland E (4029) 9thMCRD to MCS Albany  
 DAVIS JR, Frederick J (0369) 2dMarDiv to MB NB Chasn Bay  
 DEAN, George R (1811) MCS Quant to MCB CamPen  
 DEATON, Jack M (6613) MAD Mfs to MCS EIToro  
 DeFRANCE, Tarvel L (0141) 1stMAW to 26thInfCo  
 DeLEON, Lionel (6412) MAD Mfs to 2dMAW  
 DEWEY, William J (6761) 1stMAW to MCS CherPt  
 DEWITT, Kenneth J (6413) 2dMAW to MCS EIToro  
 DIXON, Herman (3049) MB NB NorVa to MCRS Wilkes-Barre Pa  
 DIXON, Jay E (0161) 3dMarDiv to MCS CherPt  
 DOLSON JR, Benjamin H (3211) 3dMarDiv to MCB CamLeJ  
 DUBBS, Norman W (0141) HQMC to MCB CamPen  
 DUELL JR, James F (1811) 3dMarDiv to ForTrps CamLeJ  
 DUNCAN, Robert L (0369) 2dMarDiv to MB NB Chasn Bay  
 DUNHAM III, Nathaniel K (6717) MCS CherPt to MCS EIToro  
 DUNN, William (0141) MCB CamLeJ to HQMC  
 EATON, George B (0811) 3dMarDiv to 2dMarDiv  
 ELKINS, Robert E (3061) MCRD PI to 2dMarDiv  
 ERICSON, Anita J (3041) H&SBn FMFPac to MCRD SDiego  
 FARNER, Harold J (0231) 2dMarDiv to FMFLant NorVa  
 FAUP, Raymond (6641) MCS CherPt to MCS EIToro  
 FAYAK, Bernard A (0369) 3dInfBn to 1stMarDiv  
 FIESAGO, Sefo (3531) ForTrps FMFLant to MCS Quant  
 FISETTE, Robert H (0441) 1stMAW to MCS EIToro  
 FISH, James D (6621) MAG-32 to MCS CherPt  
 FULLER, Oliver D (0369) MCRD SDiego to 1stMarDiv  
 GALE, Ralph E (5546) 1stMarBrig to MCB 29 Palms  
 GARDNER, Bernard E (3516) 1stAutm-FldMainCo to MCS EIToro  
 GILSON, George E (0161) HQMC to 2dMarDiv  
 GILL, Sam A (6731) 1stMAW to NATTU Olathe Kans  
 GILMOUR, Daniel C (7041) 2dMAW to MAD USS Boxer  
 GILSTRAP, Lester (2311) 3dMarDiv to ForTrps CamLeJ  
 GIRVIN, Bobby G (0141) 2dTrkCo to MCB CamLeJ  
 GREEN JR, Paul R (4131) 3dMAW to MCS EIToro  
 GREENE JR, John W (3371) MB NB Subic Bay to MCAAS Yuma  
 GREER, William W (2631) 1stMAW to MCRD SDiego  
 GREGORY, Donald W (6613) MAD Mfs to MCS EIToro  
 GRESHAM JR, John R (1861) ForTrps FMFLant to 1stAmphTracBn  
 GUTHRIE, John P (3041) MB Portsmouth Va to MCS EIToro  
 HALL, Robert J (1341) 3dMarDiv to ForTrps CamLeJ

HAMILTON, Leon M (6727) 3dMAW to MCS EIToro  
 HAMPTON, Wilbur R (3537) MCAF Santa Ana to MCB CamPen  
 HAMRICK, Philip A (0849) 1stANGLICo to 2dMarDiv  
 HANKS, Frederick G (0369) 2dMarDiv to CinClant NorVa  
 HARRISON, Melvin W (3531) MCAF Santa Ana to 1stMarDiv  
 HART JR, James A (0141) 1stMAW to MCRD PI  
 HEDGES, David M (6481) MAD Mfs to MCRD PI  
 HENDERSON, William G (6481) MAD Mfs to 2dMAW  
 HICKS, Ray S (0141) 6thMCRD to ForTrps CamLeJ  
 HIGUCHI, Hisayoshi (2543) 1stMAW to 1stMarDiv  
 HISLER, Norman R (0369) HQMC to MCB CamPen  
 HOLBROOK, Vernon J (0141) 5thTrkCo/24thInfCo to 1stMarDiv  
 HOOGE, Veril E (0141) 2dMarDiv to 3dMAW  
 HOOVER, Marguerite (4312) 5thMCRD to MCRD PI  
 HORNE, Donald M (0369) 2dMarDiv to MCRD PI  
 HUBBARD, Donald E (4671) 3dMarDiv to 1stMarDiv  
 HUNLEY, Ira J (0141) 3dMarDiv to 1stMarDiv  
 HUSEBY, Daryl H (3141) MCB CamPen to 12thMCRD  
 HUTTO, Frederick F (3061) 1stMarBrig to MCS Barstow  
 INMAN, Francis L (1811) 3dMarDiv to ForTrps CamLeJ  
 INNERARITY, Vernon E (3041) 4thMCRD to MCB CamPen  
 JOHNSON, Elyanice B (3619) MCB CamLeJ to MAG-32  
 JOHNSON, William E (3516) MCS Quant to 2dMarDiv  
 JOINT, John T (3041) 12thInfBn to 1stMarDiv  
 JONES, Pat O (3111) 1stMAW to MCRD SDiego  
 JONES, Walter S (6413) MCAF Santa Ana to MCS EIToro  
 JONES, William M (4131) MCS Quant to HQMC  
 JONES JR, William P (1519) MCS Quant to ForTrps CamLeJ  
 KARNER, Stephen J (3041) MCB CamPen to MCB 29 Palms  
 KENDRICK, Dennis R (0369) 62dInfCo to 2dMarDiv  
 KENT, Murray (0141) 2d75mmAAABn to 1stMarDiv  
 KIMBLE, Elzie M (3537) MCS Quant to ForTrps CamLeJ  
 KIRKPATRICK, Jack L (0141) 1stMarDiv to 21stRfCo  
 KOSKE, Herbert W (2561) 1stMAW to ForTrps FMFLant  
 KLEIM, Theodore W (1841) 3dMarDiv to 1stMarDiv  
 KNIGHT JR, Frank A (0369) 7thInfBn to 1stMarDiv  
 KRAPP, Frederick (1861) ForTrps FMFLant to MCSA Phila  
 KUCHER, Ruben R (3531) 2dMarDiv to MCS Quant  
 LABSON JR, Victor (3531) ForTrps FMFLant to MCS Quant  
 LAKE, John E (0811) 1stMAW to 1stMarDiv  
 LAWLER, Charles E (3531) MCS Quant to 2dMarDiv  
 LEACH, William M (3531) 2dMarDiv to MCS Quant  
 LEIBLE, Charles D (3516) ForTrps FMFLant to MCS Quant  
 LESTER, Veril K (0141) 1stMarBrig to MCRD SDiego  
 LEWIS, Elbert H (3311) 3dMarDiv to MCAAS Beaufort  
 LEWIS, James W (0811) 3dMarDiv to ForTrps 29 Palms  
 LINDSEY JR, Charles H (0231) 1stMarDiv to MARPAC FFT  
 LONGNECKER, Eugene S (1811) MCS Quant to ForTrps CamLeJ  
 LUNDBLAD, Donald C (0111) MCAAS Beaufort to 2dMAW  
 LYSTER, Edward T (2131) ForTrps FMFLant to ForTrps 29 Palms  
 MAFFETT JR, Harold K (0141) 1stMAW to ForTrps 29 Palms  
 MAH, Tun (6614) 3dMAW to MCS EIToro  
 MALAVE, Alfonso (0331) MCS EIToro to 1stMarDiv  
 MALOON, Robert (0369) 5thTrkCo to 1stMarDiv  
 MARKLAND, Frederick J (1833) 1stMarBrig to 1stMarDiv  
 MARQUEZ, Leo (0369) 3dMarDiv to MCRD SDiego  
 MARSDEN, Bruce D (2639) 1stMAW to MCB CamPen  
 MARTIN, James F (0141) 3dMarDiv to MCB CamLeJ  
 MARTIN, William L (6631) MAD Jax to MCS EIToro  
 MATHIS, Isaac J (1841) ForTrps FMFLant to MCS Albany  
 MAHER, John K (6631) 1stMAW to MAD Jax  
 McDANIEL, Francis K (0431) 1stMAW to 2dMAW  
 McDERMOTT, Patrick L (0141) 101stInfCo to ForTrps 29 Palms  
 McGILLIVRAY III, Hugh (2531) 1stMarBrig to ForTrps CamLeJ  
 McGROGAN, Francis L (0161) MB Phila to MCS Quant  
 McIVER, Cree M (3211) MCB CamLeJ to MCRD PI  
 McMANUS, Charles G (2639) 1stMAW to 1stMarDiv

McWHORTER, John M (2131) 2dMarDiv to ForTrps 29 Palms  
 MEDUNA JR, Frank W (6511) 1stMAW to MAD Jax  
 MELANDER, Harvey H (1811) 3dMarDiv to ForTrps CamLeJ  
 METOYER, Benjamin R (3516) 6thInfBn to ForTrps 29 Palms  
 MOSCOE, Lawrence G (6413) MAD Mfs to 2dMAW  
 MOSS, Isom (3531) ForTrps FMFLant to MCS Quant  
 NEBELUNG, Eugene J (6715) 1stMAW to MCAAS Beaufort  
 NEE, Stephen T (3051) MB Pearl to 1stMarDiv  
 NEEDHAM, James D (0141) 3dInfBn to 1stMarDiv  
 NEWBOLES, Berl W (3531) ForTrps FMFLant to MCS Quant  
 NEWTON, George E (2131) MCS Albany to ForTrps 29 Palms  
 NEWTON JR, Alex G (1571) 3dMarDiv to ForTrps CamLeJ  
 OCCHIPINTI, Charles W (3041) 1stMAW to MCB CamLeJ  
 ODOM, John C (6614) 3dMAW to MCS EIToro  
 ODOH, Joseph C (1341) MCSA Phila to NAS So Weymouth Mass  
 PACE, Walter L (3061) MCS Kaneohe Bay to MCS Barstow  
 PALMER, Robert C (0811) MCS Quant to 2dMarDiv  
 PARKS, Marvin L (6412) 1stMAW to 3dMAW  
 PATNODE, Donald J (1831) 1stMarDiv to MCB CamPen FFT  
 PEACOCK, Charles G (2131) ForTrps FMFLant to ForTrps 29 Palms  
 PHELAN, Dewitt G (4312) 2dMarDiv to MCAAS Yuma  
 PHILLIPS, Richard J (2561) 1stMAW to MCB 29 Palms  
 PIGLEY, William M (1141) 1stMAW to MCB 29 Palms  
 PING, James R (0369) MB NB Chasn Bay to 2dMarDiv  
 PINNELL, Garland R (0141) 1stMAW to MCRD SDiego  
 POPCKE, Albert E (0369) MCS Quant to MB NB Bn FFT  
 PRINCE JR, Lonnie E (3531) MCS Quant to 2dMarDiv  
 PUCKETT, Robert E (3516) 1stMarDiv to 6thInfBn  
 RATLIFF, Richard L (0369) 3dMarDiv to MCRD PI  
 READ, Robert W (0811) 3dMarDiv to ForTrps 29 Palms  
 REIDY, William S (3041) 1stMAW to MCS Quant  
 REITER, Donald L (3041) MCSFA Sfran to MCS Barstow  
 RICHMOND, James E (0141) 3dMarDiv to MCS Quant  
 RILEY, Arthur J (3531) 2dMarDiv to MCS Quant  
 ROBERTS, George W (6631) 1stMAW to MAD Jax  
 ROYAL, Arthur T (3041) 1stMarBrig to CinClant NorVa  
 RUCH, Robert C (0369) 5thInfCo to 2dMarDiv  
 RUINSKI, John W (3371) MB NB Portsmouth NH to ForTrps CamLeJ  
 RUSSELL, Mack E (1841) 3dMarDiv to 1stMarDiv  
 ST DENNIS, Thomas M (1811) MCS Quant to MCB CamPen  
 SABEL, Chandos (6412) MAD Mfs to 3dMAW  
 SCHALL, Milford E (2111) 1stMarBrig to 2dMarDiv  
 SCHAUER, Theodore W (0141) 26thRfCo to MCB CamPen  
 SCHNEIDER, Ruben D (0161) 3dMarDiv to MCB CamLeJ  
 SCHWARTZ, John P (0369) MCB CamPen to MCRD PI

SCOTT, Blankney (1318) 3dMarDiv to 2dMarDiv  
 SEDER, Elmer C (4111) 3dMarDiv to MCRD PI  
 SELFRIE, Jack G (6621) 2dMAW to MCS EIToro  
 SIMERARO, Frank (1841) 3dMarDiv to ForTrps CamLeJ  
 SIMONSON, Richard J (2561) 2dMarDiv to H&SBn FMFPac  
 SISON, Donald (6631) 1stMarBrig to 2dMAW  
 SMITH, James C (1811) Bridgeport Calif to MCB CamPen  
 SMITH JR, Harry (0141) 3dMarDiv to MCB CamPen  
 SOSA JR, Martin D (1169) ForTrps FMFPac to MCB CamPen  
 SPENCER, Richard G (6413) 1stMAW to MAG-26  
 SPINELLI JR, Pasquale (0161) 3dMarDiv to MCAAS Beaufort  
 STEENSON, James P (3531) 3dMarDiv to 2dMarDiv  
 STERN, Harry D (6413) MCAF New River to MCS EIToro  
 STIENMETZ, Robert B (1841) 1stAMTracBn to ForTrps CamLeJ  
 STILLNER, Junior R (1841) ForTrps FMFLant to MCS Albany  
 STOWE, Orlan F (0231) 2dMAW to MB NB NorVa  
 SUTTON, William F (1841) MCSA Phila to ForTrps CamLeJ  
 SWADER, John B (6727) MCS CherPt to MCS EIToro  
 TAYLOR, Ishmel W (3531) 1stMarDiv to MCSFA Sfran  
 TAYLOR, Richard A (2311) 1stMarDiv to ForTrps 29 Palms  
 TERRELL, Kenneth W (1831) ForTrps FMFLant to MCB CamPen  
 THOMAS, Lawrence G (6611) MAG-32 to MCS EIToro  
 THOMAS, Richard G (4111) 1stMAW to MARPAC  
 THOMPSON, Alfred W (0141) 3dMarDiv to MCB 29 Palms  
 TICKELL, John E (3311) 3dMarDiv to MCB CamPen  
 TRUEBLOOD, Jack E (0141) 3dMarDiv to MCB CamPen  
 TUCKER, Jerry C (6481) MAD Mfs to 2dMAW  
 TUCKER, Nelson A (0369) 2dMarDiv to MB NB Subic Bay  
 TYNER, Richard L (3531) MCS Quant to 2dMarDiv  
 UNDERWOOD, Paul E (4111) MCRD PI to 1stMAW  
 VESS, Roland W (0141) 75thInfCo to 1stMarDiv  
 WAGNER, Adolph (5711) 1stMAW to ForTrps CamLeJ  
 WALLACE, Robert T (0231) FMFLant to MARPAC FFT  
 WARD, Robert R (0141) 68thInfCo to 1stMarDiv  
 WATCHIE, Leonard A (2511) MCS Quant to ForTrps CamLeJ  
 WEALTHY, Guy L (0811) MCS Quant to 2dMarDiv  
 WEATHERMAN, Walter K (6613) 1stMAW to MAD Mfs  
 WELLS, Thomas G (0369) HQMC to 2dMarDiv  
 WERNY, Fred W (648F) 1stMAW to 3dMAW  
 WILLIAMS, Howard J (1371) 1stMarBrig to ForTrps CamLeJ  
 WILLIAMS, James C (0811) 3dMarDiv to ForTrps 29 Palms  
 WILLIAMS, James G D (3031) 4thMCRD to MCS EIToro  
 WILLIAMS, Mary J (0411) H&SBn FMFPac to MCRD SDiego  
 WRIGHT JR, Nathaniel (3531) ForTrps FMFLant to MCS Quant

END



"Nuts, Alvin, I was the shark last week. It's my turn to save the babes!"

Leatherneck Magazine

## SOUND OFF

[continued from page 73]

Code DFI, will receive consideration if you are interested in joining a Force Reconnaissance Company.—Ed.

### STRENGTH OF COMPANY "D"

Dear Sir:

In the February issue it was stated that "D" Company, Seventh Marines, First Marine Division, was the largest company in the Chosin Reservoir Operation in Korea on November 30, 1950.

Being a member of "Dog" Company, Seventh Marines at the time of the operation, I have reason to believe it may have been one of the smallest companies in Korea on November 30, 1950. I left "Dog" Company after being wounded on November 28, 1950, and I don't think there were over 16 men left in the outfit at that time.

I don't know where they got 253 officers and men on November 30, 1950. There must be a mistake.

Cpl A. Bradshaw, USMCR, (Retd)  
4 Plymouth Court

Ferguson 21, Mo.

● Historical Branch, G-3, HQMC, checked this again:

"The subject figures previously submitted by this office are taken directly from the unit diary for Company D, Seventh Marines, as of 30 November 1950. The figure includes all personnel (1) on regular duty; (2) chargeable students; (3) instructors; (4) chargeable TAD in excess of 30 days; and (5) sick chargeable."—Ed.

### WAIVER RETAINER PAY

Dear Sir:

A Master Sergeant (E-7) transfers to the Fleet Marine Corps Reserve after serving 20 years of active duty. He then joins an Organized Marine Reserve unit. In order for him to draw drill pay for scheduled drills, he has to waiver retainer pay for the period of active duty, or drill, in accordance with paragraph 25300.2, Marine Corps Manual. In other words, a MSgt (or AMSgt) drawing active duty pay with over 20 years active service is paid at the rate of \$350.00 per month, or \$11.67 per day. His retainer pay upon transfer to the FMCR is \$175.00 per month, or approximately \$5.83 per day. If he waivers retainer pay in order to draw drill pay he will gain overall by approximately \$23.36 per month figuring on his attendance at four scheduled drills per month. (Waivers \$5.83 retainer pay for period of drill attend-  
(CONTINUED ON PAGE 87)

## LOWER PRICE BETTER QUALITY ALL NEW BINDER

You'll find this completely new brilliant green and gold binder ideal to:



\*Keep your  
Leathernecks in  
excellent  
condition.

\*Have your  
Leathernecks  
readily  
at hand.

\*Add an  
additional touch  
to your  
library shelf.

\*Save money—  
Cost is lowest yet!

This is the newest edition of an old favorite with *Leatherneck* readers. The popular binder has been redesigned; covers have been strengthened for extra wear, and the Marine emblem is embossed both on the front and spine in

gold. Best of all, due to the demand for these quality binders, THE PRICE HAS BEEN REDUCED!

Now you can have one of these binders, which holds twelve issues of LEATHERNECK, for only \$2.00.

It's a quick, simple operation to insert your magazines with the flexible, all metal, hangers supplied with the binder.

Order yours now by filling out the coupon below. The low price of \$2.00 includes handling and postage.

LEATHERNECK Bookshop  
P.O. Box 1918  
Washington 13, D. C.

Please send me a LEATHERNECK Binder at the new reduced price of \$2.00. Remittance enclosed.

☐ Check ☐ Postal money order  
(DO NOT SEND CASH)

Name .....

Address .....

City ..... State.....



# the attic

## A PAGE FOR COLLECTORS

**A**FTER FIFTEEN years of close association with artists, writers and photographers, nothing should surprise us, but we were somewhat jolted at the sight of a beautiful, Chinese, black rosewood chair, just outside our office door. "Take it back," we bellowed to the art department, "before you start another Tong War!"

But the boys assured me that it had not been picked up on a midnight requisition; it was, rather, the legal property of AMSgt Hank D. Rodgers, a newly arrived artist. It was then we discovered that the sergeant is a devout collector of oriental things.

"What do you collect, other than chairs?" we asked.

"Well, you might say my collection is completely general in scope," Hank said. "It's almost as though I had tried to replace every object usually found in a Western home with its Oriental counterpart."

"Sounds like a job for Siva," we observed.

"Oh, I've never actually gone looking for additions to my collection," the sergeant replied. "There's an incredible range of expression and so many types of Oriental art that I've more or less trusted to chance. The luck has been good and things have amassed with gratifying regularity."

"Why do you choose certain things over others?"

"I'd say that the object must have the marks of hand workmanship on it. Aside from chairs, painted hangings, door panels, carvings and figures a greater part of my collection falls in the pottery category, mostly from the Sung, Yuan, Ming and Ching periods."

"How do you know you're buying the real thing? Are there any good books on the subject?"

"Only book I can recommend," Rodgers said, "deals solely with pottery and porcelain. It's by Warren E. Cox and sells for around ten dollars. . . ."



Hank Rodgers tests the glaze on a rare old porcelain oil jug

Since this page first appeared in *Leatherneck*, we've had several letters from coin collectors. They brought to mind the old master, AMSgt Harry Pugh, now with the 6th MCR&RD at Atlanta, Ga. We checked to find out whether he's still chasing mint marks and converting the unsuspecting to his creed that "the nice thing about money is that it can be used to buy coins."

A letter from Harry contained this info: "... of interest, is the fact that there are more than 30 Marine coin collectors in the building where I work. I believe I started every one of them in the hobby. These are just a few, not to mention the several thousand others I have started over the past 10 years. No need to say that many of these collectors have become prosperous since the rise in coin prices. . . ."

"Since I came to Atlanta, I have been collecting old watches—1880 to 1920. . . ."

Anybody with an old watch for trade, and an interest in coins will probably hit a bonanza if they drop a line to Harry at 50 7th Street, NE, Atlanta 23, Ga.

\* \* \*

From ASSgt Guy DeWolf in San Diego came this letter: "Read with interest your new section, 'The Attic.' I

am a Senior Drill Instructor at MCR-Dep, San Diego, and have collected coins and stamps for a number of years.

"Being a member of the San Diego Numismatic Society, along with several other Marines, I feel I could probably be of some help to many of your readers. There are over 2,500,000 coin collectors and 30,000,000 stamp collectors, many of whom are Marines and/or their dependents.

"I have at my disposal most of the finest up-to-date references and guide-books in the field, plus latest price lists from U. S. and foreign wholesalers, and keep on file all latest auction reports as to what the varieties in coins and stamps are actually bringing.

"I continually buy, sell and swap, being always on the lookout for any outstanding rarities to add to my private collection.

"I can be contacted at the following address—

ASSgt Guy DeWolf, 1090876  
"B" Co. 1st Recruit Trng. Bn.  
Marine Corps Recruit Depot  
San Diego 40, Calif.

"Thanks again for a fine new addition to *Leatherneck*."

Most coin collectors rely on "the red book" or *A GUIDE OF UNITED STATES COINS* by R. S. Yeoman, published by Whitman at Racine, Wis. It is fully illustrated and provides a complete listing of all U. S. coins and their retail values. It includes a brief history of American coinage, a catalogue of early American coins and tokens, early mint issues, regular mint issues, private, state and territorial gold, silver and gold commemorative issues and proofs. The book retails at \$1.75.

\* \* \*

Letters and queries to this department should be addressed to:

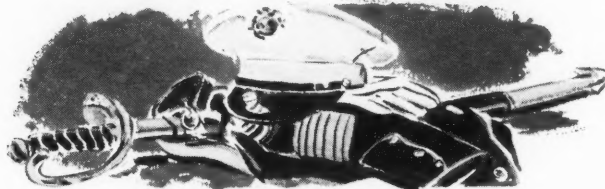
Ye Editor, THE ATTIC,  
P.O. Box 1918,  
Washington 13, D. C.

END



*Jayne Mansfield*

# Once a Marine...



**E**ACH MONTH Leatherneck will publish the names of officer and enlisted personnel who are retired from the Marine Corps. Newsworthy items concerning retired personnel will also be published. Names of retired personnel are furnished by the Separation and Retirement Branch, HQMC, and are not to be considered as orders to retirement or transfer to the Fleet Marine Corps Reserve.

AMSGt Paul C. Curtis

## CWO Edward B. Hamilton

The cap-busting career of another "Old Corps" marksman ended recently when CWO Edward B. Hamilton, Jr., retired at the Marine Corps Recruit Depot, San Diego, Calif.

The gunner recalled San Diego as being "a sleepy little town" when he enlisted in 1927. In those days, the Recruit Depot consisted of about a dozen permanent buildings, skirted by marshland. Close order drill was conducted on a parade ground of sand and hikes were made on the dusty Mission Valley Road.

CWO Hamilton served in Nicaragua and aboard the *USS New Mexico* during his first three years in the Corps. He returned to MCRD, San Diego, in 1930, and was assigned as a marksmanship coach at the Camp Matthews Rifle Range. The gunner began competitive shooting while serving with the Fourth Marines in Shanghai, China, during the early 1930s, and won more than 200 medals and trophies before he retired from competition.

CWO Hamilton received the National Rifle Association's classification of "Master" with the .22 caliber, .38 caliber and .45 caliber pistols in 1952. During the Western Division Matches in 1953, he became a distinguished shot with the rifle one day and a distinguished

pistol shot the next.

"Ironically, the rifle has always been my favorite weapon but I've won most of my medals and trophies with the pistol," CWO Hamil-

ton said as he put away his shooting jacket and scope.

The veteran marksman plans to live near Cucamonga, Calif., where he is building his own home, plant-



Official USMC Photo

CWO Edward B. Hamilton won more than 200 trophies and medals during a 25-year career of competitive shooting. He retired recently



ing a citrus orchard and making plans to become a "gentleman farmer."

ASSgt Frank Saldana  
Information Section  
MCRD, San Diego, Calif.

#### Placed On Retired List (30 years)

WILSON, Raymond G. Capt

#### Placed On Retired List (20 years)

RANDALL, Carey A.	MajGen
McGILL, Robert A.	Col
GRANGER, Harold	LtCol
BARKER, Hunter C.	Capt
COLLINS, Maurice W.	Capt
SROUFE, Robert C.	Capt
SWEET, Granville G.	Capt
WILSON, Douglas H.	Capt
SCHLEICHER, Kurt W.	CWO

#### Placed On Disability Retired List

BURNS, John A.	Col
CALL, Charles E.	LtCol
RISIGARI-GAI Jr., Hector G.	LtCol
COFFIELD, Thomas D.	Capt
MARTIN, William Q.	Capt
SWEENEY, John E.	Capt
EDMARK, James E.	1stLt
CHESS Jr., Richard B.	2ndLt
HEATON, Andrew L.	CWO

#### Transferred to Fleet Marine Corps Reserve

<b>E-9</b>		
DELOZIER, Lee C.	268544	0899
<b>E-8</b>		
ROGERS, James O.	270316	0398
<b>E-7</b>		
BAUER, Adolf	269687	1841
CHILDERS, Merlin P.	270312	2311
CUNDIFF, Charles E.	245498	0141
CUNNINGHAM, Aries B.	271530	1169
EMRICH Jr., Charles L.	273312	4131
FLIPPO, Oscar T.	260390	0369
GUCH, Steve	269678	0141
HARRELL, Raymond L.	273577	3516
HAWARAH, Abraham G.	273388	0369
HERBISON Jr., Thomas A.	272479	2181
JANEWAY, Ray E.	325882	0369
JONES Sr., Joe R.	436793	3071
KING, Arnold	260649	2311
KING, Roy L.	270398	3049
KLUSMAN, Lawrence E.	273614	3421
McOUERN, Howard J.	247071	1811
NEWTON, Robert A.	273450	0231
NEWTON, William D.	271847	0161
NOVACK, William W.	262699	0141
O'DELL Jr., Frank	269083	2336
PETERSEN, Melvin W.	273460	0141
PETOW, John	267239	3516
PIANEZZA, John A.	270275	0369
RATLIFF, Jake	270342	2771
TAYLOR, Lionel T.	270360	0141
THOMPSON, Jack D.	273870	3049
THORNTON, Shelby A.	390724	2771
TIPTON, George A.	255311	0141
WOLFE, Henry W.	253956	3311
<b>E-6</b>		
BURDEN, Charles D.	267262	3371
GEORGE, Sherman	271614	3311
HUDSON, Gladson E.	306818	0369
JORDAN, Albert P.	228624	1833
PETERSON, James B.	273351	3371
RAINEY, Joseph L.	260147	2171
ROOT, Earl J.	272811	3516
WILKINSON, George M.	270368	3516

#### Placed On Disability Retired List

<b>E-7</b>		
COOK, Malcolm W.	266406	0369
MISURACA, Joseph A.	933894	6727
NICHOLS, King W.	443560	3049
SILVERS, Owen O.	307049	3516
<b>E-6</b>		
RAGAN, Donald F.	302675	1833
<b>E-5</b>		
ROSS, Guss	879559	0311

MajGen  
Col  
LtCol  
Capt  
Capt  
Capt  
Capt  
Capt  
CWO

Col  
LtCol  
LtCol  
Capt  
Capt  
Capt  
1stLt  
2ndLt  
CWO

## SOUND OFF

[continued from page 83]

ance in order to be paid \$11.67 for attending a scheduled drill.)

My first question: Could this particular MSgt continue his status with the Organized Reserve indefinitely (providing he meets the physical requirements, etc.) waiving retainer, or retired pay after 30 years service in lieu of drill pay, or would he have to retire completely after his 30th year?

Second question: After his 30th year (20 active and 10 reserve) providing he doesn't, or doesn't have to drop from the Organized Reserve, would his retired pay be increased upon retirement from the FMCR after 30 years to include his Organized Reserve service?

Figuring that this man earns 75 retirement credit points per year for 10 years of Organized Reserve service (for a total of 750 points earned) his retirement points would or would not entitle him to an additional \$18.20 per month retirement pay. Could, or would

this man be entitled to receive this extra \$18.20 after his 30th year or would he be entitled to it when he attains 60 years of age? Also, would he necessarily require 20 years Organized Reserve service for additional retirement pay?

Third question: Let's suppose this particular MSgt continues his affiliation with the Organized Reserve in a drill pay status, waiving retired pay for 20 years and earns 75 retirement credit points per year for a total of 1500 points. Computation of retired pay for 20 years Organized Reserve service, based on 1500 points, would amount to \$36.40 per month. Would it be possible for this additional \$36.40 to be added to his original retirement pay when he attains age 60?

ASSgt Robert D. Kristof  
I-I Staff, 1st Automatic  
Weapons Btry., USMCR

Akron 10, Ohio

● Division of Reserve, HQMC, said: "Paragraph 6.b. (3) of Marine Corps Order 1300R.5A, which states, 'Personnel of the Fleet Marine Corps Reserve are not eligible for transfer to Class II, Marine Corps Reserve; precludes mem-

TURN PAGE



"I'm from 'C' Company. Could we borrow some shingles?"

Leatherneck Magazine

## YUMA

[continued from page 47]

pong. A golf driving range and hostess house are planned.

"As far as liberty," observed PFC Everett Nicks, of the Ordnance Department, "it's slightly terrific. We are only minutes away from Yuma, the bull fights in Mexico and we have our choice of Phoenix or San Diego over weekends." Because California is but a stone's throw away, extra hours of evening entertainment are possible by crossing the state line. Yuma is on Mountain Standard Time, California in the Western zone. Bus, rail and air transportation is available at Yuma to all points. Two major bus lines, a railroad and an airline service the city.

"The Yuma area is a paradise for sportsmen," First Lieutenant Burton D. Comstock said. "A hunter will find deer, wild pig, bob cat, mountain lion, pheasant, quail, bear, mountain goat and wild buffalo. It's not unusual to spot 75 to 100 birds to a covey."

Of course, tramping around the countryside for game has its drawbacks too. Snakes (rattlers, sidewinders and water moccasins) are abundant. Gila

monsters and other reptiles can also be found.

Fresh water fishing is good in the nearby Colorado River and throughout the All-American Canal system. The sought-for fish are bass, cat and crappie. "Some of the cats weigh in at more than 10 pounds," AMSgt Young said. "Salt water fishing is also near at hand in the Gulf of Mexico."

Martinez Lake is perhaps the favored recreation spot. It is located 34 miles north of Yuma. Fishing and boating are unexcelled. It's a home away from home, a Summer and Winter vacation spot. This facility is available to military personnel of all ranks on a "first come, first served" basis. Available are tents, hot and cold running water, beds, kitchens, etc. A family must bring only cooking utensils, food and sheets. Boats and motors may be rented for \$2.00 a day.

Caretaker at Martinez Lake is PFC Stanley R. Wolfe. He's single, lives in an air-conditioned trailer and cooks his own meals. He assigns Marines (and families) to quarters when they arrive. About every second week, he journeys back to MCAAS to pick up provisions and pay. The disbursing section, headed by CWO Winford R. Livingston, pays the Marines on the

1st and 15th of each month.

Back at MCAAS, the two service clubs are managed by AMSgt Denver P. Bates and AGySgt Donald L. Alpner. Floor shows and dance bands are booked each month. When live entertainment is lacking, members turn to TV. The only drawback—there is only one channel. Of course, they have a weekly happy hour.

Wherever future battles will be fought, pilots and ground crews, made combat ready on the vast stretch of barren rocks of the MCAAS gunnery range, will be there.

"The commissioning of MCAAS, Yuma, is an occasion of great importance to the Marine Corps and to the Navy," Admiral Arleigh Burke, U. S. Chief of Naval Operations, said in a letter to the Marine command. "This station, with its excellent flying weather, uncongested air space and excellent gunnery training areas, will make an important contribution to the training of FMF squadrons. Combining the climatic and geographic advantages of your new station with the characteristic resourcefulness and determination of Marines can not fail to produce excellent results in terms all Marines understand—**READINESS.**"

END



## SOUND OFF (cont.)

bership in Organized Marine Corps Reserve units."—Ed.

## SCHOOL ASSIGNMENTS

Dear Sir:

Upon reenlisting in the Regular Marine Corps, I requested and received orders to the Jet Mechanic School at the NATTC, Memphis, Tenn.

My problem is this: My present MOS is 3041 while the MOS will be changed to 6400 upon entering the school. The school calls for ranks E-1 through E-4, and I am an E-4. I do not enter the school until June 26, 1959. I am up for promotion to sergeant E-5 and if I am promoted before entering the school, will I be disqualified because of rank?

The orders state that, upon reenlisting, my MOS should be changed to 6400, but my 1stSgt said it should not be changed until just before I leave.

ASgt D. R. Womack  
I-I Staff, 92d InfCo., USMCR  
N&MCRTC

Fort Smith, Ark.

● Enlisted Detail Section, HQMC, replied as follows:

(CONTINUED ON PAGE 93)

ALL - MARINE

# basketball

Official USMC Photos

by AMSgt Woody Jones

Leatherneck Sports Editor



Three Hawaii players went after a rebound in the first game against Quantico. The Virginians won, and repeated the next night for the title



Following the final game, LtGen Merrill B. Twining, Commandant of Marine Corps Schools, (center) posed with the Quantico champions

**T**HE QUANTICO Marines won three straight games over San Diego and the defending Hawaii Marines to become All-Marine basketball champions for the 1958-59 season.

Hawaii convincingly disposed of San Diego in the first tournament game, 87-79. The following night, Quantico eliminated the Californians, 80-66. The host Quantico team then defeated Hawaii in two games, 99-70 and 95-86, to earn the title.

In the final tourney game, Hawaii had an early lead of 10 points, giving partisan Quantico fans the jitters. But, the Virginians came back strong, and led 54-47 at the half.

The tournament provided many individual stars. For San Diego, Frank Allen and Jack Stillwell played brilliantly. Al Dillard, Jim Smith, John Fannon and George Waddleton were high-scoring Hawaii players who refused to admit defeat. Jack Sullivan, Quantico's Little All-America from Mount St. Mary's College (Md.), lived up to his advance billing, and emerged as the tournament's high scorer with 81 points in three games.

Quantico's 3000-seat Larson Gymnasium was packed with spectators all four nights. In the first Hawaii-Quantico game, the fans overflowed onto the court apron.

After the All-Marine tournament, Quantico coach Harry Woods selected a team to represent the Marine Corps in the National AAU Tournament, in Denver, Colo. From his own squad, Woods chose John Brewer, Dave Smalley, Cliff Daniels, Jim Carey, Leo Hayward, Joe Miller and Jack Sullivan.

From San Diego, Woods selected Frank Allen. The Hawaii player on the All Marine team was Al Dillard. A popular choice was Cherry Point's Bob Kessler, who scored 31 points against Quantico in a regular season game.

END



## ENLISTED PILOTS

[continued from page 33]

Hour Club, was AMSgt Harold C. Woodring. After spending his early years in the Corps in electronics, he completed his flight training in early 1947, less than one year before the NAP-producing program ended. Nearly all of his 3000 hours were logged in jets.

One of the few unmarried NAPs, AMSgt William M. Query became a pilot in 1944 and started his career in fighter aircraft. Switching to dive bombers, he flew an SBD in the Marshall Islands campaign and has accrued more than 3500 hours flight time, 1500 of which have been at the controls of a whirly-bird. As an Air-Sea Rescue pilot for MCAS, El Toro, Query recently was sent up to investigate reportings of unidentified flying objects. Big Bill was getting his in-

structions from the GCA unit and the man on the scope reported he was getting nearer and nearer to the UFO. Suddenly the GCA man shouted, "You're right on top of it!"

Query's classic answer was, "Now that I've captured it, what in hell do I do with it?"

Anthony J. Soltes was attending Jacksonville's aviation mechanics school in 1942 when he was selected for training with the glider pilot program. When that was disbanded, he was ordered to pilot training and, as a three-striper, received his gold wings and a master sergeant's warrant in 1945. Tony boasts that he holds the Marine Corps record for flying a helicopter non-stop from coast to coast of North America. "I did it in 28 minutes," he reported. "Of course, it was the East and West Coast of Panama." The 40-year-old pilot, now a member of HMR-462, was commissioned in 1952 and reached the rank of captain before reverting to E-7 in 1957.

AMSgt Hubert Tinsley, 39, frequently finds himself copilot of a transport carrying the Corps' Grade A passenger, the Commandant. Tinsley and AMSgt John C. Davidson, another NAP, represent one-third of a group called staff pilots who are attached to Headquarters Marine Corps. Tinsley has been flying since May, 1944, logging 4500 hours in fighters, dive bombers, transports, etc. He went from staff sergeant to technical sergeant to lieutenant, reverting to his present rank in May, 1947. With 17 years service under his Mae West, he figures "I'm good for another 40."

What lies ahead for our enlisted pilots is open to conjecture. The input manifestly is limited at present to a few temporary officers who might become NAPs if and when they revert to enlisted status or, as happened last year, Reserve pilots could return to active duty as enlisted pilots. Come what may, Marines will long remember when some of the Corps' finest fliers were those with wings on their chevrons.

END

## COPTER CARRIER

[continued from page 23]

prime objectives.

Two companies landed simultaneously in Landing Zones Hawk and Eagle, then seized objectives Alpha and Bravo. After the rifle company landed, a battery of heavy mortars supported them. A third company landed later in zone Sparrow and captured the airfield. In

reserve was a fourth rifle company, waiting to land on order of the Brigade Commander.

A small Pathfinder team was landed under cover of darkness at 2300 on D-minus-one. Their mission was to reconnoiter the landing zones and determine if any obstructions or other hazards existed. They were also to determine if any enemy opposition was present. On D-day, they guided assault waves to the landing zone.

A recon company landed on Yellow Beach, secured the area and facilitated

the landing of a platoon of tanks later. These Marines formed a small mechanized force, then joined the rifle company landing in Eagle as it advanced to its objective at Bravo.

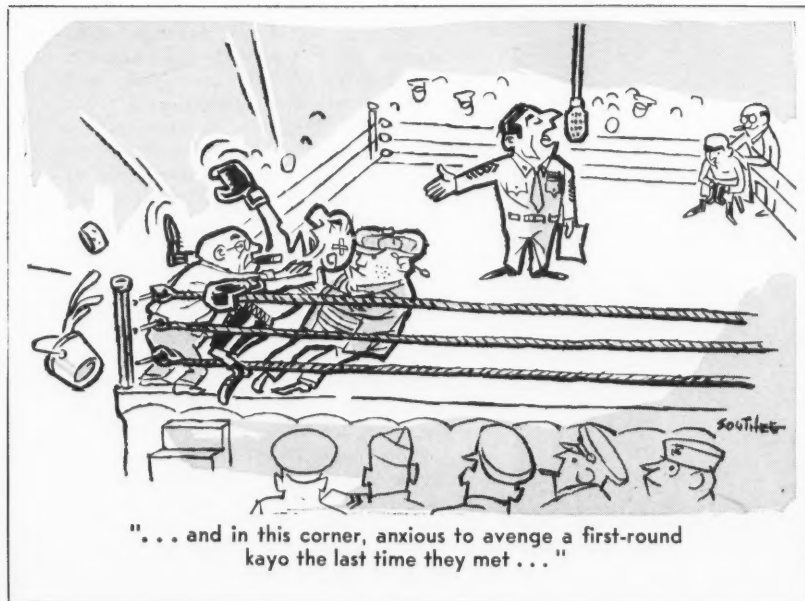
Jets from VMA-224 accompanied the choppers to protect them from enemy aircraft and to attack enemy defenses which might threaten the helicopters. The A4D2s also flew close air support for the ground troops. Since Annenti was declared to be a friendly country, destruction of Pala and major installations in the city was avoided.

When Red Beach was secured, engineer equipment, trucks, and the Ontos platoon were brought ashore without opposition. LVTs were utilized as floating dumps, carrying ammo, water and rations. In addition to their tactical mobility ashore, the amphibious vehicles could be used to lift 130 Marines, when necessary.

To observers, the situation ashore was as confusing as any small war. Without a program it was difficult to determine who was on first. Sporadic firing was heard continually in the hills. Choppers busily ferried troops to the hills then returned to the Boxer for more Marines. Aggressors of the 8th Provisional Marine Brigade wore khaki shirts to distinguish them from the opposition.

"I've made many a landing," barked AGySgt James G. Sadoski, "but this is the first one I've made without getting my tail wet. In fact, I still had a shine on my boondockers. Guam and Bougainville sure weren't like this."

END



# BULLETIN BOARD

Compiled by AMSgt Francis J. Kulluson

BULLETIN BOARD is Leatherneck's interpretation of information released by Headquarters Marine Corps and other sources. Items on these pages are not to be considered official.

## New Changes In Uniform Regulations

(a) **Standardization of Footwear**—The Secretary of Defense has directed standardization among the Armed Services on one combat boot in black color. A mildew resistant treatment presently applied to Marine Corps combat boots and service shoes has the effect of turning the Marine Corps brown shade to a gray black shade. Due to eventual introduction of black combat shoes and black service shoes into the Marine Corps Supply System and in the interest of uniformity, service shoes and combat boots will be shined with black polish. Black dye may be used. The dress shoe will continue to be shined with approved dark brown polish. Approved dark brown dye and heel dressing may also be used.

(b) **Standardization of Cushion Sole Socks**—The four services have standardized on cushion sole socks in the color black. These black socks are presently in the Marine Corps Supply System and male personnel may wear either the black or brown socks with the service shoe or the combat boot; however, only brown socks will be worn with the brown dress shoes.

(c) **Adoption of a 14-ounce Blue Gabardine material as standard for the manufacture of the male Enlisted Blue Uniform**—The stock of blue kersey material previously used in the manufacture of the male enlisted blue uniform has been exhausted, and the Marine Corps has adopted a new gabardine material in both dark blue and sky blue shades. During the phase-in of the new uniforms of blue gabardine material it is necessary that mixed uniforms be authorized. As the shades of the new material are within tolerances prescribed for officers' uniforms, male officers are authorized to purchase blue uniforms manufactured of the new material. This material is also available for sale in accordance with paragraph 49009 of Chapter 49, Marine Corps Manual.

(d) **Standardization of webbing for Trouser Belts**—The Secretary of Defense has directed standardization on the size of webbing used in the manufacture of trouser belts for members of the Armed Forces. The new trouser belts will be 1¼" wide in lieu of the present 1⅜". The width of the buckle, metal, trouser belt, and the tip, metal, trouser belt has been reduced accordingly. In order to utilize present stocks of the old style buckle, it may be worn with either size belt. In the event stocks of the wider buckle are exhausted prior to the depletion of stocks of the 1⅜" web belt, a limited procurement of the wider buckle

will be authorized in order to balance stocks.

(e) **Clasp, Necktie, Gold**—A gold colored tie clasp has been adopted for wear by male personnel to replace the present standard bronze clasp. The length of the clasp has been reduced to 2½" length overall to properly fit the narrow necktie. This item is available from the Supply System and Marine Corps Exchanges. The gold clasp or bronze clasp may be worn at the option of the individual until 31 December 1959, at which time the bronze clasp will become obsolete and the wearing thereafter is not authorized. The gold tie clasp presently authorized for wear by officers and staff non-commissioned officers with the french cuff shirt may be worn at the option of those personnel so designated. The gold colored tie clasp will be worn in the same manner and under the present regulations pertaining to the bronze tie clasp. The shining of the present bronze tie clasp is prohibited.

(f) **New Insignia of Grade for Male Enlisted Personnel**—Coincident with the introduction of the new rank structure, a redesignated insignia of grade for enlisted personnel has been adopted. The style and design of the new insignia conforms to the present embroidered insignia with the following exceptions:

(1) Pay grade E-3 through E-7, inclusive, to have crossed embroidered rifles.

(2) First Sergeant, E-8—No change

(3) Master Sergeant, E-8—Consists of six stripes; three up and three down with crossed embroidered rifles.

(4) Sergeant Major, E-9—Consists of seven stripes; three up and four down with embroidered five-pointed pyramidal star.

(5) Master Gunnery Sergeant, E-9—Consists of seven stripes; three up and four down with embroidered bursting bomb.

The new insignia is available from the supply system or Marine Corps Exchanges for wear by those personnel promoted within the new structure. Personnel holding acting ranks in accordance with Marine Corps Order 1223.1 will wear the present style insignia until such time as they are administratively placed within the new structure. Sergeants Major, pay grade E-9, for which there is no acting designation, may at their option, replace present insignia with the newly adopted insignia. The foregoing provisions will apply to women personnel at such time as the newly adopted women's insignia is available through normal supply sources and Exchanges.

TURN PAGE

## Retired Personnel And The New Rank Structure

The new rank structure effected by the Marine Corps on 1 January 1959, obviously creates a problem of proper rank identification for retired enlisted Marines and those placed on the retired list subsequent to 1 January 1959. Personnel in the latter category comprise two groups:

Group I—Those who have been promoted under the new rank structure.

Group II—Those who have *not* been promoted under the new rank structure.

Personnel in Group I present no problem. They obviously should be placed in the Fleet Marine Corps Reserve or retired with the rank title and pay grade held upon termination of regular service. Personnel in Group II, conversely, do present a problem. To convert their ranks to the new structure titles would create the appearance, and probably the feeling of demotion after years of long and faithful service. The use of "Acting" titles would create a similar adverse effect. It is deemed more equitable to grant them the rank title (less the prefix "Acting") of the pay grade held on termination of regular service. For example, an Acting Master Sergeant (E-7) will be placed on the retired list or assigned to the Fleet

Marine Corps Reserve as a Master Sergeant (E-7).

Consideration of the foregoing has resulted in the adoption of the following policy in respect to rank titles of enlisted Marines on the retired list in the Fleet Marine Corps Reserve.

a) No changes will be made in the rank titles of individuals presently on the retired list or in the Fleet Marine Corps Reserve. In this connection, it is emphasized that the new rank structure will result in no changes in pay grades for such personnel.

b) No individual will be placed on the retired list or in the Fleet Marine Corps Reserve in an "Acting" rank. He will be assigned the pay grade and rank (less the word "Acting") held on termination.

c) All individuals placed on the retired list or in the Fleet Marine Corps Reserve after promotion in the new rank structure will be identified with the rank title and pay grade held on termination of active service.

d) Retirement orders and transfer orders to the Fleet Marine Corps Reserve will contain both pay grade and rank title of the individual concerned.

## Permanent GI Life Insurance Holders Eligible To Borrow On Policies

Veterans holding permanent GI life insurance don't need to surrender their policies for cash in order to raise money urgently needed during financial emergencies.

Veterans Administration said these veterans may borrow up to 94 per cent of their policies' cash surrender value.

Although this action reduces the amount of protection for the veteran's beneficiaries by the amount borrowed, it does leave the policy in force.

Once surrendered for cash, however, all protection under the insurance ceases forever, since the GI policy is canceled and cannot be renewed or reinstated, the agency said.

Should a veteran borrow on his GI insurance and then die before repaying the loan in full, the outstanding indebtedness will be deducted from the policy proceeds before the latter is paid to the

beneficiaries.

For example, if a veteran dies while owing \$500 on his \$10,000 GI policy, the beneficiary would receive \$9500.

Annual interest on GI policy loans is charged at four per cent on the unpaid balance and must be paid on or before the due date.

Otherwise, the VA said, the unpaid interest is added to the outstanding amount of the loan. This would soon eat up the remaining cash value of the policy and the insurance protection would cease.

Repayment of the principal on GI policy loans may be made in amounts of \$5 or any multiple thereof, and at any time before default in payment of premiums, the agency explained.

Loans can be made only on permanent-type GI insurance policies. GI term insurance has no loan value.

## Payment Of Temporary Additional Duty Allowances

The General Accounting Office is taking exception to payment of temporary additional duty allowances where the period of temporary additional duty exceeds that indicated in the orders. Commanding Officers' attention is invited to the fact that all temporary additional duty orders will reflect the whole picture of the member's movements and his status at all times while absent from his duty station on temporary additional duty.

Orders should furnish affirmative evidence of the above as of any particular date for which allowances are claimed.

In the event it becomes necessary that personnel exceed the period specified in the orders, extension of the period of temporary additional duty must be authorized by competent authority by modification of the orders.

END



## SOUND OFF

[continued from page 88]

"If ASgt Womack reenlists as an E-4 and is guaranteed an option, he gets it, no matter what his rank is on entering school.

"Paragraph 7154.6 Marine Corps Manual, applies for assignment of basic military occupational specialty at beginning of retraining."—Ed.

### ELECTING TRAVEL MILEAGE

Dear Sir:

I am seeking information concerning electing mileage to certain places upon reenlistment. I am told that a person reenlisting can elect mileage to either his home of record or port of entry if his home of record is outside the U. S., or place of last entry into the service.

I extended my original three-year enlistment for two years on January 6, 1956, at the Marine Corps Base, Twentynine Palms, Calif. I was paid mileage and a reenlistment bonus for these two years because a two-year extension is counted as a reenlistment. I

then again extend for one more year. My questions are:

1. Can I elect mileage to Twentynine Palms, Calif., as my place of last entry into the service? I have been told I could not. When I reenlist, a DD Form 214 will be submitted on me to elect mileage to the port of entry. If I am correct, is there any way I can collect the difference between mileage to the port of entry on DD Form 214 and Twentynine Palms, Calif. There is a difference of over 1000 miles.

2. Am I entitled to an additional reenlistment bonus for the total three years (both extensions), since the total did not exceed my original enlistment?

3. If the answer to question two is yes, how can I find out if I was paid for the additional year and how much?

ASSgt Edwin N. Ash

I-I Staff, 2d Ord Maint. Co.

USMCR, MCRTC, Rock Island Arsenal Rock Island, Ill.

● Disbursing Division, Supply Department, HQMC, answered your questions as follows:

"The effective date of the member's last extension of enlistment was 6 January 1958, on which date he was serving with the Inspector-Instructor Staff, Marine Corps Training Command, Rock Island Arsenal, Rock Island, Ill. Therefore, since no service was required of him under the extension until that date, Rock Island, Ill., must be considered as the place of entry into service. Accordingly, since the place of discharge and place of entry into service are one and the same, it follows that he could only be paid mileage to his home of record, Rockville, Ontario, Canada.

"In computing distances to points in Canada, only land travel is involved. The official distance between Rock Island, Ill., and Rockville, Ontario, Canada, is 905 miles, and the member would be entitled to mileage on discharge for that distance.

"Under Section 208, Career Compensation Act of 1949, as amended, a one-year extension of enlistment may neither be counted as a reenlistment nor may it be combined with any extension of enlistment in determining entitlement to reenlistment bonus."—Ed.

END

### ANSWERS TO CORPS QUIZ ON PAGE 4.

1. (b); 2. (a); 3. (b); 4. (c);  
5. (c); 6. (c); 7. (a); 8. (b);  
9. (c); 10. (a).



# the old gunny says...

**"S**OMEONE ONCE said that about all we ever seem to learn from a study of history—is that men don't learn much from history. This is also true in the military profession where in war after war—and in every operation—we seem to have to relearn a lot of old lessons. This is often a hard and expensive way to learn. If every outfit was made up of experienced veterans, familiar with their jobs, instead of many new men, new leaders and men in new jobs, it wouldn't be so difficult. Or, if more of us were to read and study the military lessons of previous wars and operations, we would be better prepared. But the fact remains, we have continuous personnel changes in every unit—and it's difficult to pass on all the combat knowledge and experience from one generation to the next. But that continues to be the job of you veteran NCOs and leaders whenever you get troop duty. Don't limit yourselves to your own experience and ideas, either. Read war books and reports and learn from the combat experience of others.

"One thing related to leadership problems peculiar to combat that isn't mentioned much in Field Manuals is the problem of battlefield fear. Some people may think we shouldn't even discuss it among Marines—but it remains a human fact of life and there are leadership techniques for dealing with it.

"First, by honestly discussing with your men the fact that they may have moments of fear under fire and stress you can help them to be mentally prepared to cope with fear.

"Then, explain as much of the enemy situation, our plans and the 'big picture,' as you know about, in order to destroy rumors and exaggerated ideas about the enemy and his capabilities. Nothing will upset a combat unit more than false rumors and myths about

the enemy. For example, the notorious Japanese snipers of Guadalcanal were really just plain old riflemen who were getting some hits.

"Remember to impress your men that the enemy is probably some tired, dirty, hungry character who is also worried about his skin. That other guy doesn't like to be shot at either. He may have heard rumors about U. S. Marines and is pretty shook by our firepower too.

"Then, always have a plan of action in the works or ready to use. Never let your men drift on a battlefield. Do this by planning ahead and anticipating your future tasks. This includes everything from planning your next move or maneuver, a defensive position or security watch—to your next meal plan. The main thing is to think ahead. Your positive conduct will create confidence

among your men.

"When under fire, in a fire fight or an offensive maneuver—talk it up to your men. Reassure them and keep up the team chatter. The battlefield can become a lonely place for men spread out, on their bellies and under fire. Team leaders must talk it up and keep contact and control. Practice this in training.

"Make every effort to suppress signs of fear. You can see it appear in a man's eyes. Talk to him, give him a job—don't let his concern spread. Set an example of confidence. But don't be foolish and draw enemy fire upon your men—by exposing yourself or being foolhardy. Your men want a cool tactical cat—not a showman.

"A good antidote for nervousness is to keep men busy. Dig a hole. Fill it in and dig another. Lug some chow up the hill. Clean those weapons. Men who are working, sweating and griping haven't got time to concentrate on their fears.

"Sometimes when the heat is on and the situation looks grim, a touch of humor can loosen up the troops. Fortunately every Marine outfit has a clown or two and Marines have usually been able to work in a few yaks during a combat clutch.

"And then, finally, there is the power of prayer to help relieve battle fears. For many men this is always a great source of strength and confidence. Many brave deeds have been performed by men of strong faith.

"Also, it is well to remind yourself and your men that you are Marines and are *expected* to be cool and competent in battle."

END



# Gyrene Gyngles

## The Ballad of Korean Nights

One clear cool morn on the river Han,  
A Korean boatman rowed steadily on  
Then as he worked his boat along  
he suddenly raised a song . . .  
As though for him war held no fear  
And all across the morning air  
His song rang loud and clear.

Marines nearby heard the boatman's song  
Across the land of the morning calm  
And to some men listening there;  
It seemed the voice of Korea's people  
Unconquered though laid bare.

But "saddle up," so on they went  
To deathly deeds of doom,  
The Chinese in their padded clothes came  
filtering through the gloom.

Then late that night the fields of rice  
were full of visions clear  
And all around the hillside were phantom  
shapes of fear.

At six o'clock they cleaned their rifles  
by seven all was still . . .  
And the warm moist breath of the evening  
breeze caressed the terraced hill.

Then up spoke an old sergeant that had  
been through many a fight:  
"Wipe clean those rifles, brace yourselves,  
dress up that line,  
Your guide is right."  
What else was left for Marines to do

But lock and load and see it through.  
On land or sea through history  
They've had their share of fights  
To make men free, defend the flag, and  
protect our people's rights.  
Then here's a toast to those devil dogs  
Who wear the forest green . . .  
In all the wars on foreign shores  
Their equal's ne'er been seen.

J. Michael Cullinane

## Heritage

Through the years Marines have fought  
in many far-flung lands.  
They've struggled in jungles, steaming hot,  
and dug in volcanic sands.

The snow has caught their crimson blood,  
the mountains torn their feet.  
The sea has claimed its fighters, too,  
as has the desert's heat.

On looking back through all the years  
at history's frantic pace,  
Our heritage is clear: to fight  
at any time, at any place.

Glen Pritchard



## Manhood

Kipling has said, the world will be yours  
And everything in it my son;  
It's gold in your pocket, it's love in a  
locket  
Pinned to the chest of a man.

Now if manhood resulted from merely a  
sum  
Total of twenty-one years,  
Then one could just wait, and X out the  
dates  
To ultimately join his peers.

But sadly I say, that manhood and years  
Are not merely that simply wed,  
For some may turn men while still in  
their teens  
And others stay boys till they're dead.

So what makes a man? What manner of  
training?  
How is this virtue instilled?  
Are there ten easy lessons, one pill with  
each session?  
Or a do-it-yourself book to be read?

No, manhood will come from obedience,  
for one.

Obey when it's your turn to follow.  
If an assignment is meted, go take and  
complete it

Then gripe, if you have to, tomorrow.

It comes in learning that you can be  
wrong,  
In the beginning more often than right,  
That those who can beat you are the ones  
who can teach you.  
Admit it! You've won half the fight.

It comes with getting the short end often,  
Yet saying, "Well, those are the breaks."  
And getting chewed out, still know without  
doubt  
That you pack the gear that it takes.

From standing guard in sweltering heat  
Or rain that freezes the marrow,  
Or marching with pack toward hell and  
back,  
Then doing it once more tomorrow.

From playing fully this game of life,  
Accepting the hands dealt by fate;  
And being on guard when she bumps too  
hard,  
Yet trying for that inside straight.

Often it comes from learning with sorrow  
That the world can quickly go wrong.  
At the happiest hour, your beer can turn  
sour—  
Yet sing you no sorrowful song.

It comes from one and a hundred lessons  
And a thousand more that are learned  
From experience and age, the dolt and the  
sage  
Before that title is earned.

And when you finally stand straight and  
tall  
And proclaim that your journey is done!  
Well, manhood is nearer and now that  
much dearer,  
But, child, you've only begun.

ASgt Lionel L. Fisher

## Ode to an 'Acting'

For years and years I've been a Staff  
With duties quite exacting,  
And now they come out with the news  
That I have just been acting.

From Masters down to PFCs,  
The new rank makes it seem  
That former rank, for so long held,  
Was really just a dream.

Confusion reigns within my mind,  
I'm too mixed up to laugh;  
I've sweated Tech for all this time,  
And now again it's Staff.

Oh, settle down, ye fickle fates,  
And we will all give thanks:  
Don't make us "Acting," but for real,  
Throughout the EM ranks.

John F. McAllister





**DANGER! MARINES AT WORK!** by Robert G. Fuller.  
Random House, New York.

Price \$2.95

In this story of a para-Marine battalion in New Caledonia during World War II, the bemedaled heroes (all) are sent to New Caledonia for recreation to overcome their battle fatigue.

For Corps readers it may be slightly far-fetched, but by overlooking the military side of the book, it becomes funny, as intended.

Major Harold Barrow, an overweight disbursing officer who was stuck in Headquarters Marine Corps for 10 years, is sent to command the 1st Parachute Battalion.

"He looks like Captain Bligh," a first sergeant told a sergeant major.

"He's a fat old slob," one private told another.

After the good major has his briefing from the general before going up to Tontouta where the battalion is billeted, he ponders the things told him by the general. He feels that he is enjoying a fabulous streak of luck. On the threshold of his greatest opportunity, he stands to realize the fulfillment of all the hopes and dreams. . . .

Therein lies the story. The major's trials are something to behold; the para-Marines foil him at every turn. They have three Japanese prisoners, captured at the 'Canal, as house boys, not to mention Javanese girls as maids. To top the list of maids and house boys they have the daughter of the French general in charge of the island. This of course starts an international incident.

The major faces his finest (?) hour when the men are told by the general that they will not be able to attend the local USO show which is featuring their favorite pin-up girl. They solve that problem as they solve all problems; they kidnap the movie star.

The events which occur during her stay at the camp and her return to the

"proper authorities" is the funniest part of the book.

The author is a former Marine who joined the Corps in 1939 as a private, and left, five years later, as a private. He served with the 1st Parachute Battalion and saw action on the 'Canal and other islands in the Solomons during World War II, earning a Navy Cross during the battles.

B. M. Rosoff

**THE LADY OF ELCHE—**  
And other stories of Spain by  
Katharine del Valle. Vantage  
Press, New York Price \$2.95

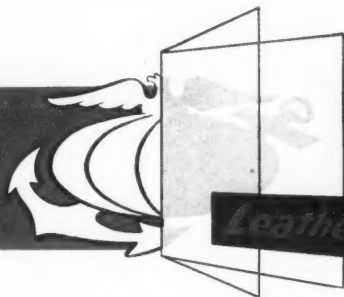
In these tales of old Spain, Katharine de Valle draws from the Iberian Peninsula's rich past to re-create figures historic and legendary: The Phoenicians sailing to Cadiz; the Romans and the Goths; the courtship of Castile and Ferdinand of Aragon; and Columbus, who died a frustrated man, bitter at only "opening doors for others to enter." The ambitious Cortez, whose success was derived from Montezuma's guilty sense of impending doom, also makes an appearance.

The sketches include an ironic tale of the Rich Poet and the Poor Poet (Lope de Vega and Cervantes) and the intrigues of Ana de Mendoza, one-eyed femme fatale who flouted Philip II.

*The Lady of Elche* reflects the color, the variety of art and temperament, and the pictorial background that spell the lure of Spain.

B. M. Rosoff  
END





# bookshop

**1. MARINE OFFICER'S GUIDE.** Written jointly by Lt. Gen. G. C. Thomas, Rear Adm. A. A. Ageton and Col. R. D. Heinl, Jr., this first work of its kind provides a mine of useful information for all officers and officer candidates. For junior and senior alike, it is fully as much a book for Reserve officers as for Regulars.

Discount Price \$5.75

**2. 1958 BOUND VOLUME.** All twelve issues of Leatherneck for 1958 handsomely bound for permanent retention. A book that will enhance your library shelf. Each volume is \$10.00. Available with your name imprinted on the cover in gold letters. Name imprint \$1.50 extra (submit the name you wish stamped on the cover plainly printed.)

**3. RECKLESS, PRIDE OF THE MARINES** by Andrew Geer. The true story of the gallant horse who braved gunfire to bring ammunition to the Marines on the Korean front, written by the author of *The New Breed*.

Discount Price \$3.00

**4. "—AND A FEW MARINES"—**Written and illustrated by Col. John W. Thomason, Jr. Here are stories of Marines written by a man who was a Marine and knew what he was writing about.

Discount Price \$5.00

**5. HEROES, U. S. MARINE CORPS.** A comprehensive volume of 621 pages containing photographs of current and obsolete medals and decorations, and a complete list of all Marine Corps winners of the Medal of Honor, Navy Cross, and Silver Star, since the Civil War.

Price \$10.00

**6. BAND OF BROTHERS** by Ernest Frankel. Acclaimed by reviewers as one of the best books about Marine action in Korea.

Discount Price \$4.00

**7. THIS IS WAR!** A photo-narrative of the Marines in Korea, authored by *Life* photographer David Douglas Duncan. The majority of these action photos are published for the first time in this book.

Special Price—\$2.00

**8. MARINE CORPS WIFE** by Sally Jerome and Nancy Brinton Shea. This comprehensive handbook tells all the Marine Corps wife needs to know about the customs of the Service and the management of a Marine Corps household.

Discount Price \$3.00

**9. BAA BAA BLACK SHEEP.** By Col. Gregory "Pappy" Boyington. Marine flyer and one of the most controversial personalities of World War II. "Pappy"

tells his own story in this tale of an unpredictable Marine flyer.

Discount Price \$4.00

**10. LAUGHTER IN HELL** by Stephen Marek. How American Marines, soldiers and sailors survived the rigors and privations of Japanese prison camps is told with grim humor and startling truth.

Discount Price \$4.25

**11. GUIDEBOOK FOR MARINES.** The sixth edition of the popular Marine reference manual is now available.

Price \$1.50

**12. 8-MAN DRILL.** Twenty-three pages of illustrated instruction for recently adopted drill at squad and platoon level. Included free with each Guidebook purchased in the future. Price if ordered separately—

Hard Paper Cover \$ .50

Without Cover \$ .40

**13. THE MAGNIFICENT BASTARDS** by Lucy H. Crockett. A rugged novel of Marine Raiders caught in the intrigues and devastation of war in the South Pacific.

Discount Price \$3.00

**14. ONE WAS A MARINE.** By Major Doyle A. New. Written as the author moved about the Corps' various stations during the years from 1930 until World War II.

Discount Price \$3.00

**15. MOTOR MANUAL.** The 36th edition including the new '59 cars. Complete with specifications, statistics and repair procedures.

Discount price \$7.00

**16. THE CHOSIN RESERVOIR CAMPAIGN.** The official report of a grim campaign compiled by the Historical Branch, HQMC. Discount Price \$2.50

## MARINE CORPS MONOGRAPHS

These 7 illustrated monographs cover various Marine Corps amphibious operations during WWII. They have been prepared by the Historical Branch, HQMC.

Discount Price

- |  |        |
|--|--------|
| 17. Central Solomons .....                   | \$2.95 |
| 18. Guadalcanal .....                        | \$4.30 |
| 19. Guam .....                               | \$3.85 |
| 20. Marshalls .....                          | \$2.95 |
| 21. New Britain .....                        | \$3.85 |
| 22. Okinawa .....                            | \$4.95 |
| 23. Marine Aviation in the Philippines ..... | \$2.50 |

## MODERN JUDO

A professional course in the art of jujitsu, written by the vice chairman of the National AAU Judo committee, in three volumes and fully illustrated.

**24. Volume 1: Basic Fundamental Techniques.**

Discount Price \$4.25

**25. Volume 2: Advanced Technique for the Judo Expert.**

Discount Price \$4.25

**26. Volume 3: The Complete 40 Gokyo Techniques.**

Discount Price \$4.25

**27. Complete Three Volume Set.**

Discount Price \$12.00

The LEATHERNECK Bookshop can obtain any book in print for you. If your favorite book is not listed on this page, write for service offering discount prices.

## LEATHERNECK BOOKSHOP

P.O. Box 1918, Washington 13, D. C.

☐ Check ☐ Money Order  
(Please do not send cash)

Circle the number(s) of book(s) desired. AMOUNT ENCLOSED \$.....

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27					

Send the book(s) immediately to:

NAME (please print) .....

ADDRESS (please print) .....

CITY.....ZONE.....STATE.....

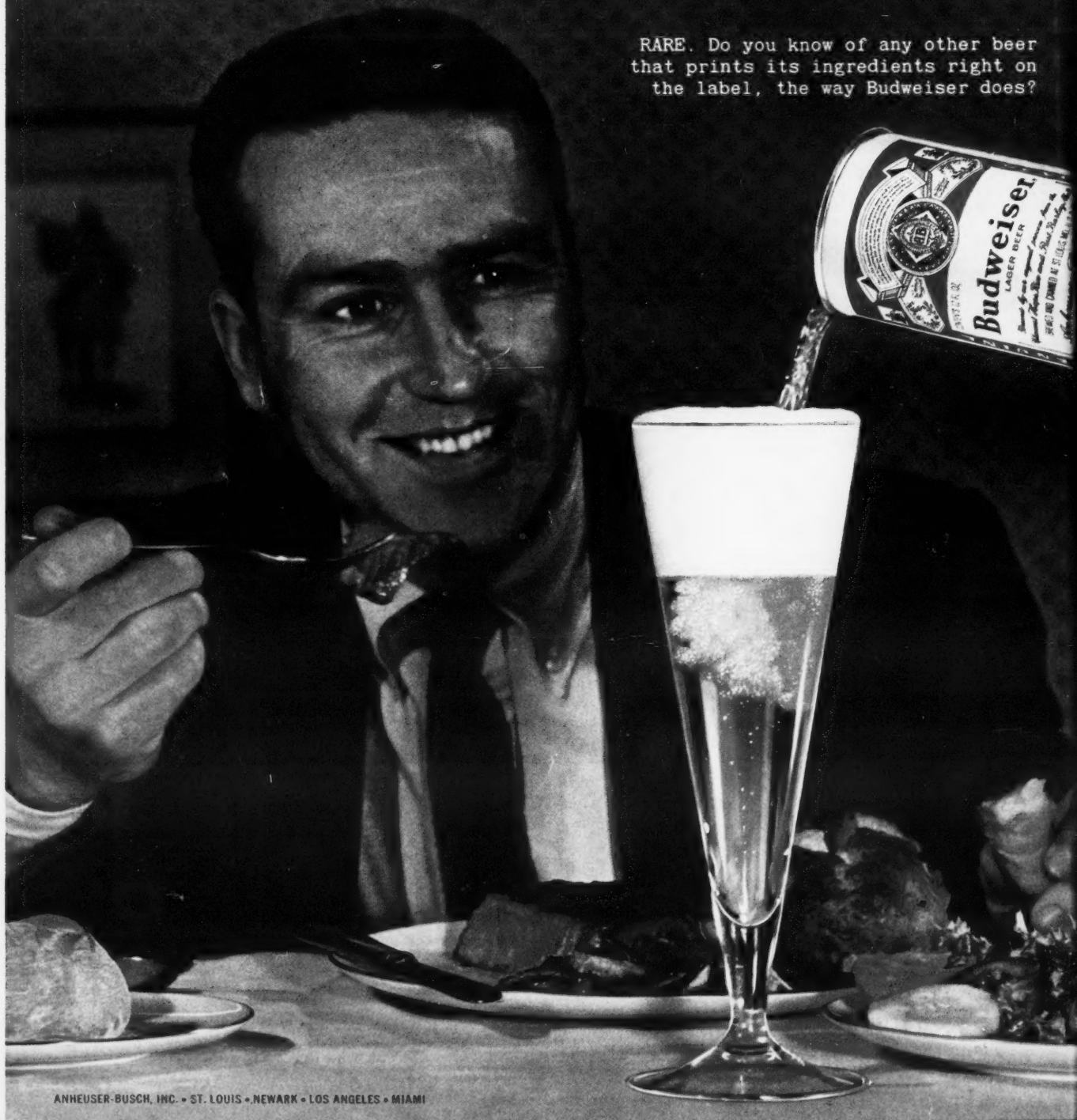
LEATHERNECK will pay the postage on all orders.

559

# Budweiser®

*Where there's Life...there's Bud®*

RARE. Do you know of any other beer that prints its ingredients right on the label, the way Budweiser does?



ANHEUSER-BUSCH, INC. • ST. LOUIS • NEWARK • LOS ANGELES • MIAMI



er  
on  
s?

